



★
Tangier
(INTERNATIONAL ZONE)
Ideal climate all the year round
★

3 1/2 DAYS from LONDON,
several sailings weekly. Opposite
Gibraltar, daily cross-channel ser-
vice. 36 hours from Marseilles.

EL MINZAH HOTEL
The Leading Hotel in Morocco
HOTEL VILLA DE FRANCE
Unique position with unrivalled views
Write to Manager for illustrated booklets and tariffs

**GILBEY'S
GIN**

all over the world



BE PARTICULAR ABOUT YOUR TEA

SILVERDALE TEA *GIVES SATISFACTION*

ENQUIRIES SILVERDALE 1, PAUL STREET, LONDON, E.C.2

Two popular Drinks—

Presta



**SPARKLING GRAPE FRUIT
SPARKLING LEMON & BARLEY**

Supplied by The APOLLINARIS Co., Ltd., London, W.1

DEAF! Back to HEARING
—the Modern Way!

"MADE-TO-MEASURE" instead of "READY MADE"

NOW the AURAMETER (GRAPH), measuring your Hearing by this latest scientific method—showing what your ears are capable of—lacking and needing, deciding whether "BONADENTE" Bone Conduction, "PHANTOMETTE" Air Conduction or "VIBRADENTE" Massage Treatment is necessary, the "made-to-measure" method against the old "ready-made" ideas—one type to suit all. After all, how could you ever hope to get satisfactory results from mass-production methods—when even your own two ears differ? What useful purpose can there be in sending "on approval" coupons and hoping one day something will fit—meantime losing your deposit on those which don't? Benefit by our wide experience of thousands of cases in all classes. A boon at Home, Work and Sport. **NO CONSULTATION FEE**, or if unable to call, write or phone the Service Secretary for details and "Medical Reports." **FREE HOME TESTS ARRANGED.**

(Suite 19) **309, Oxford St., London, W.1**
(Coloured building and square clock.) Mayfair 1380/1718.

Aberdeen, Birmingham, Bristol, Cardiff, Exeter, Edinburgh, Glasgow, Liverpool, Leicester, Leeds, Manchester, Newcastle, Southampton.



THE ARISTOCRAT
OF CIGARETTES

DE RESZKE —of course!

50% LESS TANNIN IN

Sold only in 1/2-lb. and 1-lb. packets & 1-lb. canisters. Priced at 2/8, 3/2, 3/10 and 4/4 per lb. Harden Bros. & Lindsay, Ltd., 30/34, Mincing Lane, London, E.C.3.

**THE DOCTOR'S
CHINA TEA**

**RED
HEART
OLD JAMAICA
RUM**

THE GREATEST
FOE OF 'FLU & CHILLS,
COUGHS AND COLDS
AND WINTER ILLS.



STOP THAT COLD
— TAKE

GENASPRIN

THE
SAFE
BRAND OF
ASPIRIN

CAR & GENERAL
INSURANCE CORPORATION LTD.

FOR INSURANCE
HEAD OFFICE: 83, PALL MALL, S.W.1

The Cream of
the Mountains!



a fitting phrase for Holt's Mountain Cream Scotch Whisky. Manufactured under ideal conditions in the heart of the Glenlivet district, every sip of this mellow golden liquid recalls the grandeur: the freedom: the fragrance of the mountains from which it derives its name. Years of maturing in freshly emptied sherry casks: malted barley, yeast, and the clear, cool spring waters of the Scottish Highlands give Holt's Mountain Cream Whisky a flavour all its own: a flavour you'll like!

Holts

Mountain Cream

'tis still the
best distilled

Scotch Whisky

W. H. HOLT & SONS LIMITED - - Aberlour-Glenlivet Distillery
ABERLOUR, SCOTLAND

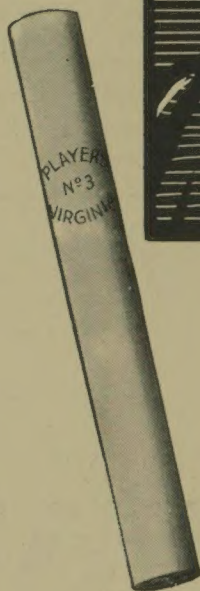


SIR JOHN HAWKINS

FAMOUS FIGURES

Sir John Hawkins, prominent figure among Elizabethan sea-captains, is reputed to be the first to introduce tobacco to England. After a voyage to Florida in 1565 he brought back tobacco and pipes smoked by the Indians.

Player's No. 3 is another figure easily remembered because of its merits, representing, as it does, a Cigarette of delightful mellowness and flavour, giving always that little extra quality so necessary for complete enjoyment by the critical smoker.



PLAYER'S

NUMBER 3

PLAIN OR CORK-TIPPED

You can be sure
Player's No. 3 are always
Fresh. All packings are
now supplied with
protective wrapping

20 FOR 1'4 50 FOR 3'3 100 FOR 6'4 50 TINS PLAIN ONLY 3'4

3.P.31.3



COMPLETE JUBILEE SET IN FINE USED CONDITION

contains 249 Picturesque Stamps from the 62 Crown
Colonies and Dominions all *Postally used*.

Price **£19 10s.** Complete
Mint **£15** Complete.

JUBILEE ERROR!

GT. BRITAIN 2d. **PRUSSIAN BLUE**
Printed by error in
Only 360 stamps were printed and issued in this
colour to a small Post Office in North London.
Will become a great rarity. Only a very limited
number available.

AT **£30** EACH
Block of 4 **£150**.

We issue a complete Jubilee List of the 249
Jubilee stamps in used condition. PRICED
SINGLY, and in SETS, also Varieties. Write
for this List if you need any sets or singles to
complete your Jubilee collection.

SEE OUR WONDERFUL STAMP
DISPLAY

Everything for the Collector

H. & A. WALLACE

94, OLD BROAD ST.,
Corner London Wall, London, E.C.2

CONTINENTAL HOTELS

FRANCE

Cannes—Hotel des Anglais—Highest class residential hotel in large park. "Going to Cannes means staying at the Anglais."

Menton—Orient Hotel—A most luxurious hotel centrally sitd. 200 rooms, 100 baths. Terms from Frs. 35 per day. Facing south. Prop. L. Brunetti.

GERMANY

Bad Nauheim—Der Kaiserhof—First-class hotel. Large garden facing baths and Kur-park. 150 rooms, 50 bath. Pension from RM. 11.

Frankfurt-am-Main—Hotel Excelsior—Left exit of Central Station. 300 beds, from RM. 4.

Leipzig—Hotel Astoria—The latest and most perf. hotel bldg. Select home of Intern. Soc. and Arist'cy. Man. by M. Hartung, Coun. of Com.

Stuttgart—Hotel Graf Zeppelin—Facing Main Station. The most up-to-date Hotel in South Germany.

GERMANY—Continued

Stuttgart—Hotel Viktoria—Most distinguished, world-wide known house. Seasonable terms.

Wiesbaden—Hotel Schwarzer Bock—1st-cl. fam. hotel. 300 beds. Med. bath in hotel. Golf, Tennis. Garage. Pension from 8 marks.

Wiesbaden—Hotel Nassauer Hof—World renowned. Finest position opp. p'rk & Opera. Wiesbaden Springs. Patronised by best British Society. Pen. fr. 12 Mks.

Wiesbaden—Palast Hotel—First-class hotel opposite Kochbrunnen. Every possible comfort. Own bath-establishment. Pension from RM. 10.

SWITZERLAND

Geneva—The Beau Rivage—with its open air Restaurant Terrace on the lake fac. Mt. Blanc. Most comf. Prices reduc. Rms. from Sw. Frs. 6.50.

Geneva—Hôtel de la Paix—On the Lake facing Mont-Blanc. Close to pier and places of interest. Select but mod. in cost. Nice rms. from S. Fr. 5.50.

NICE +

Newest first-class Hotel, Central Situation on the Boulevard Victor-Hugo, close to Sea and Casino

ATLANTIC +

200 ROOMS MOD. TERMS CONNECTING ANNEXE

HOTEL +

Rooms from 25 francs Own GARAGE with lock-ups
Convenient headquarters for the French Riviera

HOTEL DU RHIN



WHEN YOU CANNOT SLEEP

The effect of a cupful of Benger's Food last thing at night is wonderful. It calms digestive unrest, soothes wide awake nerves and ensures a good night's rest. For this good reason Benger's has long been known as "the Food for restful nights."

"Benger's is the finest thing to go to bed on." Dr. —



Benger's Booklet, post free, is a great help to all who suffer from weakly digestion. Benger's Food, Ltd., Otter Works, Manchester.

Stafford
hotel

ST JAMES
PLACE S.W.1
Phone REG 7501

Lunch 4/6
dinner 7/6

•restaurant
•cocktail bar

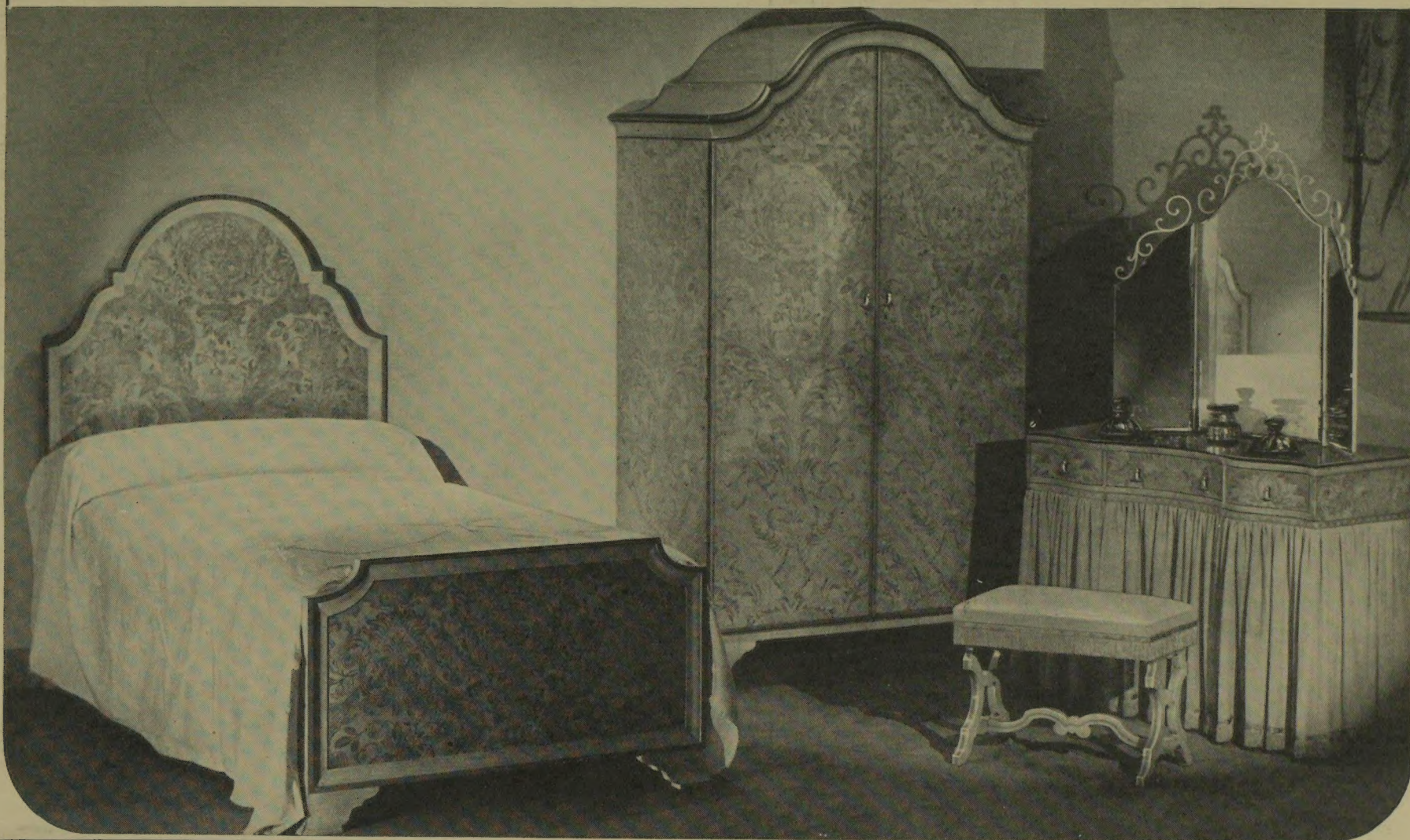
LUXURY
combined
with
ECONOMY

Adding Character to the Bedroom

Embossed leather in the Spanish tradition, in pastel shades, is the unusual covering of this distinguished Bedroom Suite. The Wardrobe, 4ft. wide, is lined with Sycamore, £33.10. Bedstead to match, £22. 10. Dressing Table draped with peach coloured crêpe taffeta—3 drawers in each pedestal, £27.10. Painted Wrought Iron Mirror, £8.5. Dressing Stool with shaped underframe, £6. 10.

Harrods

Harrods Ltd London SW1



“Oh, Doctor...!
Should I give him
Brand's
Essence?”

“OF COURSE. There is nothing to equal it for a patient who is so weak.” . . . Brand's Essence enables a sufferer to marshal all the powers in him for the fight back to health. It revives strength so very gently, making no demands that should not be made on the digestive powers of an enfeebled patient.



In sickness give

BRAND'S CHICKEN OR BEEF **ESSENCE**

Brand's revives strength

WHEN YOU VISIT A SICKROOM, TAKE BRAND'S WITH YOU • FROM ALL CHEMISTS

MADE IN SCOTLAND

“*Hawico*”

EXCLUSIVE
FASHION
WEAR

“The Quorn.” This handsome Riding Sweater—correct in every detail, makes an irresistible appeal to all smart riding Women. Made in Sky, Yellow, Beige, White and many other shades and all guaranteed to withstand countless washings.

18/9



FOR OTHER STYLES AND NAME OF NEAREST AGENT WRITE DEPT. 8

“HAWICO”

168 REGENT ST., LONDON, W.1



WHAT type of face is yours? Perhaps you do not know, you may think it is a certain type because your style of hair-dressing disguises the real one. But have you ever experimented with other styles? If you have not, you should go to Emile's and ask the hair artists there to evolve something new and different—something that will express the *real* you. The result will probably amaze you, and it won't cost you more than you would have to pay at the average high-class hairdressers'. Possibly less, because at Emile's you are attended to by the same hair expert from first to last. 'Phone to-day for an appointment.

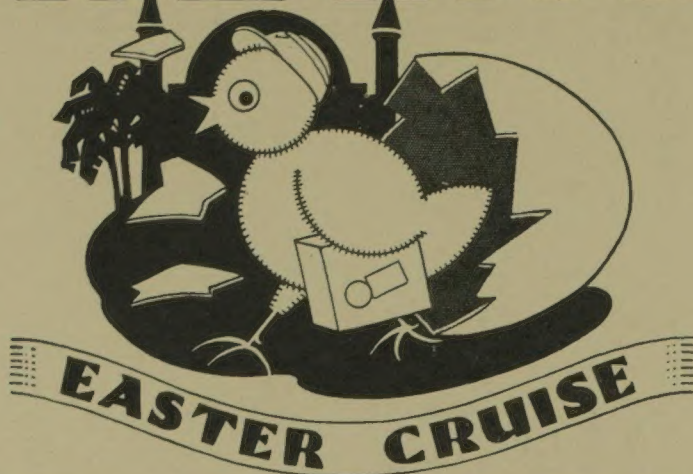
EMILE

LTD.

24/25, CONDUIT ST., LONDON, W.1

'Phone: Mayfair 6263 (3 lines). Grams: "Ondulateur, Piccy, London."

'ATLANTIS'



APRIL 9TH - 23 DAYS - from 40 GNS

From Southampton visiting Ceuta (for Tetuan), Phaleron Bay (for Athens), Gallipoli (Suvla Bay, Anzac Bay, Cape Helles), Istanbul, Malta and Lisbon

Other 'ATLANTIS' Cruises:

MAY 8. To Mediterranean 20 days from 34 gns.

MAY 30. To Mediterranean 14 days from 23 gns.

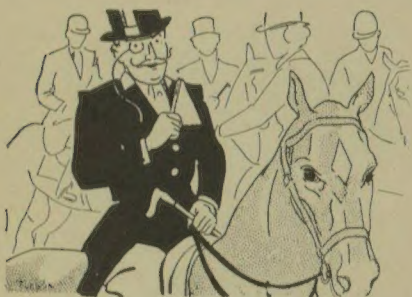
JUNE 20. To Atlantic Isles 13 days from 22 gns.

● Ask for copy of "Zodiac" Booklet giving full cruising programme

ROYAL MAIL

ROYAL MAIL LINES, LTD.

America House, Cockspur Street, S.W.1, Royal Mail House, Leadenhall Street, E.C.3, and at Southampton, Liverpool, Birmingham, Manchester, Cardiff, Glasgow or Local Agents.



What the Major says, goes . . .

The Major always remarks that Patum Peperium the "Gentleman's Relish" gives you an appetite like the one you get after a hard day's run over stone-wall country. And on this point, at any rate, the younger set admit the old boy is right. Enjoy the "Gentleman's Relish" straight on hot buttered toast, and make some of the piquant savouries from Osborn's Free Recipe Book.

PATUM PEPERIUM

THE GENTLEMAN'S RELISH

The Greatest of all Table Delicacies

made by the well-known Specialists in Osborn's Original Anchovy Paste (introduced in 1828); Osborn's Essence of Anchovies, ideal for Fish Sauces; Osborn's Filleted Anchovies in Oil, and Osborn's Whole Anchovies in Brine for delicious Hors-d'œuvre.

C. Osborn & Co., Ltd., London, N.16

Established 1828.

Sole Agents for the Celebrated Pratt's Club Sauce Obtainable at all the best Grocers, Stores, etc.

SEND FOR
FREE
RECIPE
BOOK to
DEPT. L.N.

"The most interesting country in the world to-day."

U.S.S.R.

(Soviet Russia)

SEE IT THIS YEAR!

64-page illustrated programme of all 1936 tours, from £1 per day inclusive, free from all LEADING TRAVEL AGENCIES or INTOURIST, LTD., BUSH HOUSE, LONDON, W.C.2.

NEXT SPECIAL TOURS:

EASTER HOLIDAYS,
MAY DAY
CELEBRATIONS.

AVENUE HOTEL
HARROGATE

—for the "CURE" and the EPICURE!

One of the most attractive hotels in the north. Close baths, shops, etc. Excellent food, and special "Cure" diets, if desired. Comfortably furnished rooms. Pleasant restful atmosphere. From £4 4 0 weekly. Illustrated brochure on request.



When in Canada

Smoke a **FRESH** cigarette

British Consols

COSTLIER TOBACCOS - PLAIN OR CORK TIP

Canada's Favorite
Virginia Cigarette

MACDONALD'S

MACDONALD'S CIGARETTES AND TOBACCOS MONTREAL, CANADA

AN INSTITUTION
in Entertaining
and Hospitality

GRANT'S MORELLA
CHERRY BRANDY

Queen's Sweet
Sportsman's Dry

"For all home entertaining
have this lovely liqueur —
famous for over
a century."

*Little
Lady Liqueur*

WELCOME ALWAYS — KEEP IT HANDY



GRANT'S
MORELLA
CHERRY
BRANDY

From your
Wine Mer-
chant or
write...
T. GRANT
& SONS, Ltd.
MAIDSTONE,
Eng. (Est. 1774)

Advertisers would appreciate
your mentioning

The Illustrated

London News

when replying to their
announcements.

This is TILO-LEUM



A Beautiful floor covering which gives the effect of an old-world (9-inch) red-tiled floor at less than ONE QUARTER THE COST. Soft and resilient to the tread and extremely durable.

NOW **5/11** a square yard

A small sample sent post-free on request

Only from



LIBERTY'S
REGENT ST., LONDON, W.1

CARR'S

TABLE WATER BISCUITS



Perfect with Cheese...
Perfect with Butter...
...with a glass of Wine or alone



MADE ONLY BY

CARR'S

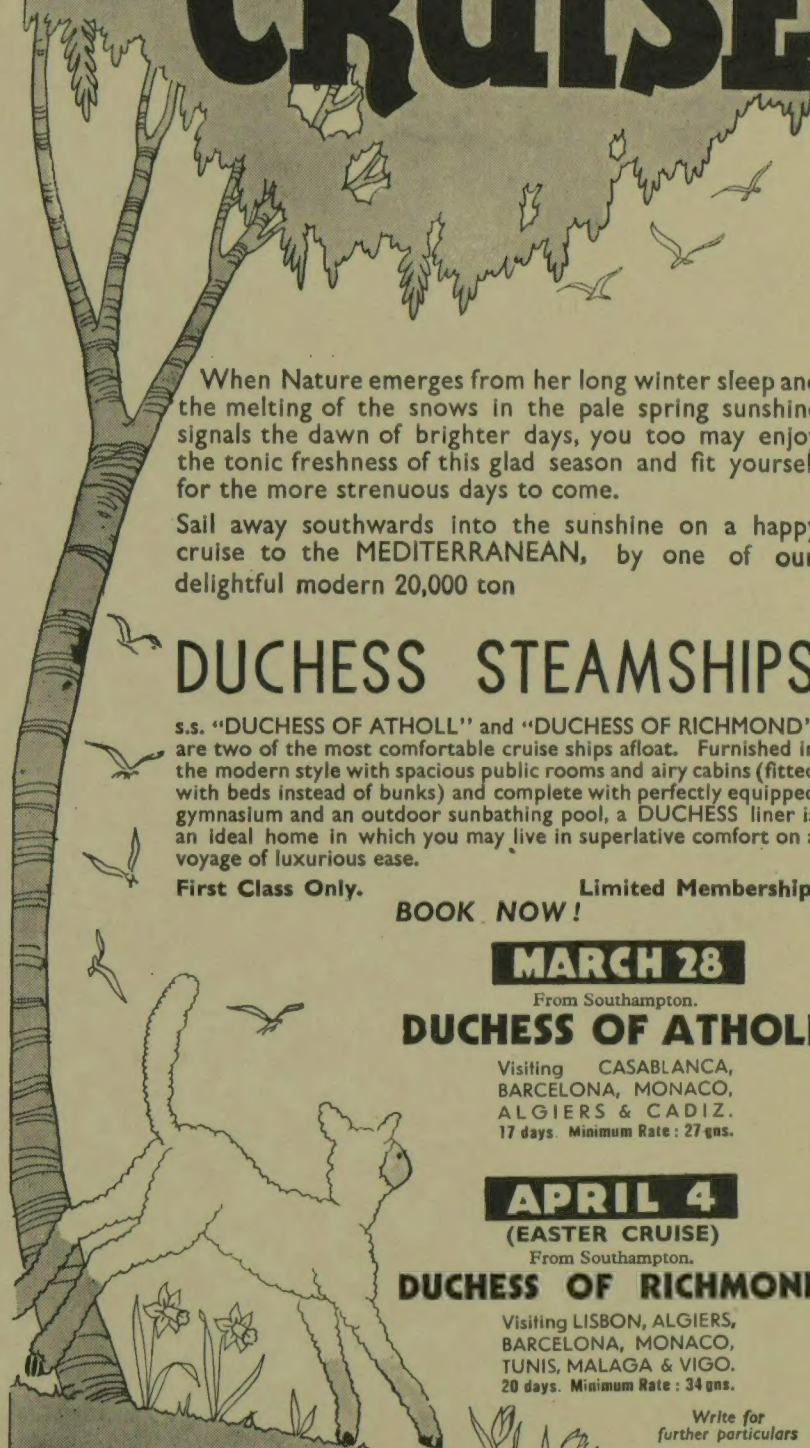
OF CARLISLE
ENGLAND

© 955

SPRINGTIME...

the dawn of brighter days.

TIME TO TAKE A CRUISE



When Nature emerges from her long winter sleep and the melting of the snows in the pale spring sunshine signals the dawn of brighter days, you too may enjoy the tonic freshness of this glad season and fit yourself for the more strenuous days to come.

Sail away southwards into the sunshine on a happy cruise to the MEDITERRANEAN, by one of our delightful modern 20,000 ton

DUCHESS STEAMSHIPS

s.s. "DUCHESS OF ATHOLL" and "DUCHESS OF RICHMOND" are two of the most comfortable cruise ships afloat. Furnished in the modern style with spacious public rooms and airy cabins (fitted with beds instead of bunks) and complete with perfectly equipped gymnasium and an outdoor sunbathing pool, a DUCHESS liner is an ideal home in which you may live in superlative comfort on a voyage of luxurious ease.

First Class Only.

Limited Membership.

BOOK NOW!

MARCH 28

From Southampton.

DUCHESS OF ATHOLL

Visiting CASABLANCA, BARCELONA, MONACO, ALGIERS & CADIZ. 17 days. Minimum Rate: 27 gns.

APRIL 4

(EASTER CRUISE)

From Southampton.

DUCHESS OF RICHMOND

Visiting LISBON, ALGIERS, BARCELONA, MONACO, TUNIS, MALAGA & VIGO. 20 days. Minimum Rate: 34 gns.

Write for further particulars

CANADIAN PACIFIC

World's Greatest Travel System

62-65 Charing Cross (Trafalgar Square), London, S.W.1.
103 Leadenhall Street, London, E.C.3.
or Local Agents Everywhere.

IMPORTANT EXHIBITION



"HYDE PARK."

CLAUDE MONET

(1840-1926)

March 12—April 4, 1936

ARTHUR TOOTH & SONS LTD

155 NEW BOND STREET, W



CHILDREN'S SPECTACLES must be light, comfortable, and so designed that they in no way impede the development of the nose or ears. The "Curpax" frame shown here is non-inflammable, is reinforced for strength, and has straight sides, terminating in small loops to which a fine

elastic can be attached for greater security.

Note the small pads which rest lightly on the nose. These frames are attractive in Crystal, Flesh, or Ice Blue, but can also be supplied in the usual tortoiseshell colourings. Laminated lenses are recommended.

CURRY & PAXTON

DISPENSING OPTICIANS

195/9 Great Portland Street, 22 Wigmore Street, W.I.

Bath, Bristol, Derby, Glasgow, Liverpool, Norwich, Nottingham, Richmond, Southport.



HAVE YOU EVER SEEN
THE MOSQUES AND CITADEL OF CAIRO
OR THE TUTANKHAMEN RELICS IN THE
MUSEUM? THE VALLEY OF THE JORDAN
AND THE MOUNT OF OLIVES? THE MOUN-
TAIN GIRT CITIES OF THE DALMATIAN
COAST? THE RUINS OF BAALBEK OR THE
PASSES OF THE LEBANON? THE SWALLOWS
IN THE ORANGE GROVES OF PHILIPPEVILLE?
YOU CAN SEE THEM IN

ORION* & *ORONTES

4 SPRING CRUISES APRIL 24 MAY 2 16 23

ORIENT LINE CRUISES

FOR PARTICULARS AND PRICED PLANS WRITE TO
MANAGERS: ANDERSON, GREEN & CO., LTD.,
5 FENCHURCH AVENUE LONDON E.C.3
WEST END OFFICES: 14 COCKSPUR STREET S.W.1
& No. 1 AUSTRALIA HOUSE STRAND W.C.2
TELEPHONES, MAN. 3456 WHI. 6981 TEM 2258
OR AGENTS

THE ILLUSTRATED LONDON NEWS

The World Copyright of all the Editorial Matter, both Illustrations and Letterpress, is Strictly Reserved in Great Britain, the British Dominions and Colonies, Europe, and the United States of America.

SATURDAY, MARCH 14, 1936.



AFTER HERR HITLER HAD REPUDIATED THE LOCARNO TREATY: FLOWERS FOR GERMAN TROOPS ENTERING DÜSSELDORF, IN THE DEMILITARIZED RHINELAND ZONE, AS "SYMBOLS" OF EQUALITY OF RIGHT.

As Herr Hitler, speaking in the Reichstag on March 7, was announcing that Germany was no longer bound by the Locarno Treaty, which must be regarded as having practically ceased to be in view of the signature of the Pact between France and the Soviet Union, German troops were entering the demilitarized Rhineland Zone and garrisoning it. The Leader's reference to this *fait accompli* was: "In this historic hour, when German troops are taking possession of their

future peace-time garrisons in Germany's western provinces, we unite to testify to two holy, innermost articles of faith: First, to the oath to yield to no Power or force in the re-establishment of the honour of our nation and sooner honourably to succumb to direct distress than to capitulate; and, secondly, to the affirmation that we shall now all the more work for European understanding and particularly for an understanding with the Western nations and our Western neighbours."



By G. K. CHESTERTON.

THERE has recently been a change in current controversies, which is best illustrated in the use of two words. One is the word "advanced" and the other is the word "extreme." They were both used about all sorts of utterly different and even completely contrary things. They were used about the Labour Leader who passed from a theoretical appeal to the State to a practical appeal to the Strike; they were used about the Tory Whole-Hogger who wanted a heavier tariff to protect Hampshire hogs. The Anglo-Catholic curate who wanted more candles on the altar was called an advanced ritualist; the Anti-Catholic sceptic who wanted fewer altars in the church was called an extreme rationalist. In the atmosphere of our own country and our own recent times, they were generally thus used as terms of reproach by the moderate about the immoderate. But they were also used as terms of admiration, by the immoderate about themselves. The revolutionist who criticised Capitalist society by throwing bombs at a hospital did not deny that his expedient might be described as extreme; the modern painter who built up a section of the beautiful Lady Pickles in cubes of blue and green was not so shy as to deny that his art was advanced; the modern poet whose exquisite and haunting algebraic equations always begin with a question-mark will own, if pressed, that he belongs to the Forward Movement; and even in the tamer world of politics the rash may express scorn for the prudent. The rustic in pursuit of the whole hog may accuse the other rustic of merely sitting on the fence, because he thinks that half a hog is better than no bacon. The Ritualist, so often accused of being a Romanist, may incongruously borrow the boast of Latimer, and claim to have lit candles that shall never be put out. The revolutionist may reasonably argue that revolutions are not made with rose-water, whether he tries to make them with red blood or merely with red neck-ties. In short, both these terms imply that there is a sort of moderate movement in some direction, with some people who are going further in that direction; but for some critics such persons are the pioneers, and for others the mutineers of the army.

But all this is altered; and one alteration is that these two words, which meant the same thing when they meant anything, now mean two very different things. To say that a thing was advanced was to say that things were advancing. And if a particular pioneer advanced very far, that did not prevent another pioneer from advancing very much farther. In short, progress was regarded as an endless road, on which our position was relative; we were in front of some people and behind other people; more advanced than the lingering and traditional Jones, more cautious than the headlong and impetuous

Smith. But this doctrine of constant and continuous and almost automatic progress now inspires much less confidence than it did. The other word, "extreme," becomes more descriptive of those who detached themselves from the main body. And the moment the word "extreme" is used, it is obvious that it is not a relative but rather a positive term. An advanced person meant one who had followed this assumed path of progress very much further than others, or very much further than ourselves. But an extremist means a person who has followed that path of progress as far as it will go.

Now, what strikes me most about the present position is that the sceptics or revolutionists are in the exact sense extremists. They still look back with

sense that they are in extremity. Their whole philosophy of existence is *in extremis*; that is, it is at the point of death.

When I read the books of brilliant speculators like Bertrand Russell, or George Santayana, or Aldous Huxley, or any number of others, I have no particular difficulty in understanding the last logical steps they have taken, which have led them to their present position; intellectually insufficient as they seem to me, I hope I have enough imagination to picture more or less how such steps have appeared to them. But by no flight of imagination can I picture what could possibly be the next logical steps of any of them, unless they were steps into the lethal chamber. Nor, indeed, does their imagination seem to succeed

any better than mine in giving a hint of anything that can be called a future for such extremes of free thought. And I may venture to assume, I think, that the whole nineteenth-century notion of continuous but relative progress through such speculations is now definitely off. That notion presumed a state of mind that was always improving but always incomplete. The latest philosophic phase seems to be quite complete, but not in any sense improving.

The successful reappearance of Mr. Wells's "Shape of Things to Come," in film form, offers a curious example of one way of dealing with this transition about progress. It has come to be a question, as I say, of whether the advanced person does advance towards a progressive infinity or only towards a precipice. Mr. Wells's book, being Mr. Wells's book, is a very able book; and I hear that his film is an

excellent film. But the oddity about it is that Mr. Wells now seems to argue that the path of progress will lead to a precipice, but that the precipice will lead to another path of progress. Exactly how progressive we should all feel after falling over the precipice I do not know, as I have never fallen over the precipice. But there seems a certain arbitrary touch about the presumption that people will inevitably find their way back towards that particular Wellsian type of Utopia, however precipitous and ruinous be the fall that precedes it; or that the world must really be moving towards the World State, even when it has every appearance of moving away from it. For when these Utopias were first planned, it could at least be urged that the Fabian avenues of the town-planning of that time really pointed towards them. That all roads lead to this one original Garden City, even roads through the prehistoric forest, seems to me a matter rather of prophecy than proof. Anyhow, I doubt whether the new sceptics are not a little doubtful about it.



THE SIGNING OF THE LOCARNO TREATY, WHICH GERMANY HAS NOW REPUDIATED, REGARDING IT AS EXTINGUISHED: A HISTORIC OCCASION AT THE FOREIGN OFFICE IN 1925—SHOWING THE GERMAN CHANCELLOR (DR. LUTHER) IN THE ACT OF AFFIXING HIS SIGNATURE TO THE DOCUMENT.

The Treaty of Locarno was signed in London, in the Reception Hall at the Foreign Office, on December 1, 1925. The signatories were—(for Great Britain) Mr. Baldwin, Premier, and Sir Austen Chamberlain, Foreign Secretary; (France) M. Briand, Premier and Foreign Minister; (Germany) Dr. Luther, Chancellor, and Dr. Stresemann, Foreign Minister; (Belgium) M. Vandervelde, Foreign Minister; (Italy) Signor Scialoja; (Poland) Count Skrzynski; and (Czechoslovakia) Dr. Benes. In the above photograph Dr. Luther (third from left on the far side of the table) is seen signing the Treaty. At the right-hand end of the table is Sir Austen Chamberlain (signing) between Mr. Baldwin and M. Briand (seated at right corner). Behind Sir Austen is Sir Samuel Hoare. By Article 42 of the Versailles Treaty Germany was forbidden to construct fortifications on the left bank of the Rhine or on the right bank within 50 kilometres of the river. By Article 43 the maintenance and assembly of armed forces within the same area was forbidden. On the same day (March 7) that Herr Hitler denounced the Locarno Treaty, German troops were moved into this prohibited zone.

scorn upon the road behind them, and the more sluggish progressives whose advance is relatively slow. But they no longer look forward with confidence to the road in front of them; as did the earlier extremists, who felt certain that, even if there was nobody ahead of them, there would always be a road ahead of them. In plain words, a great many are behaving exactly as if there were nothing but a precipice ahead of them. They look as if they had found out the future; but the expression of their faces suggests, in another sense, that the future is only something that has been found out. Meanwhile, they have carried their own negative or analytic type of argument about as far as that type of argument will go; and they are not leaving anything for other enquirers, or even other sceptics, to go on with. Thus, as I have said, there is a sharp division between the two descriptions or definitions which were once treated as almost the same. These men are not what was called advanced, because they are not advancing. But they are still extremists, and that in the grim and literal

THE LEADER WHO HAS REPUDIATED THE LOCARNO TREATY AS BEING EXTINCT.

FROM THE PAINTING BY CARL JOSEF BAUER; REPRODUCED BY COURTESY OF FRANZ HANFSTAENGL, MUNICH.

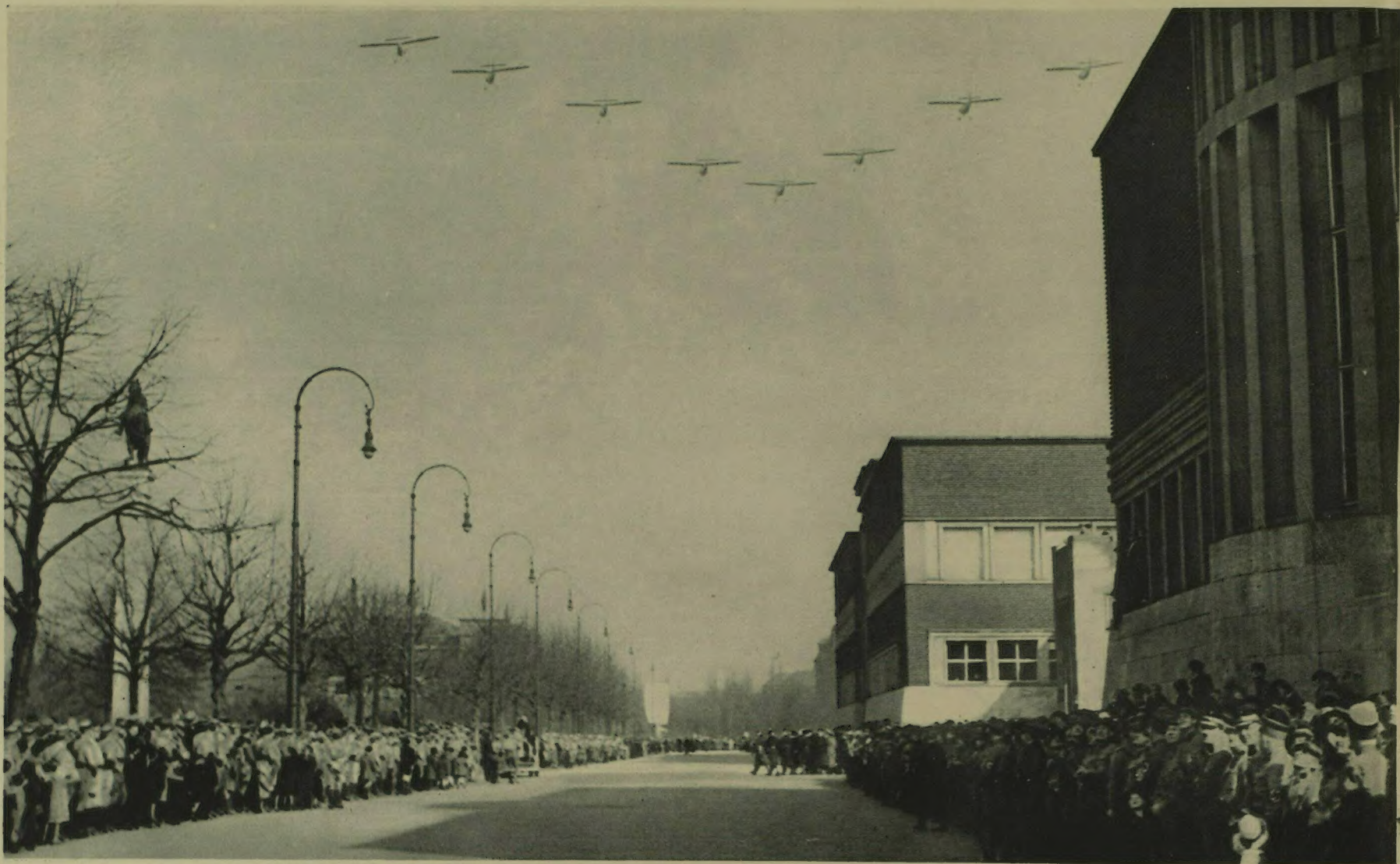


GERMAN FÜHRER AND CHANCELLOR FOR LIFE: HERR ADOLF HITLER, WHOSE ANNOUNCEMENT OF THE REOCCUPATION OF THE DEMILITARIZED ZONE OF THE RHINELAND STARTLED THE WORLD AND HAS HAD FORCEFUL REPERCUSSIONS.

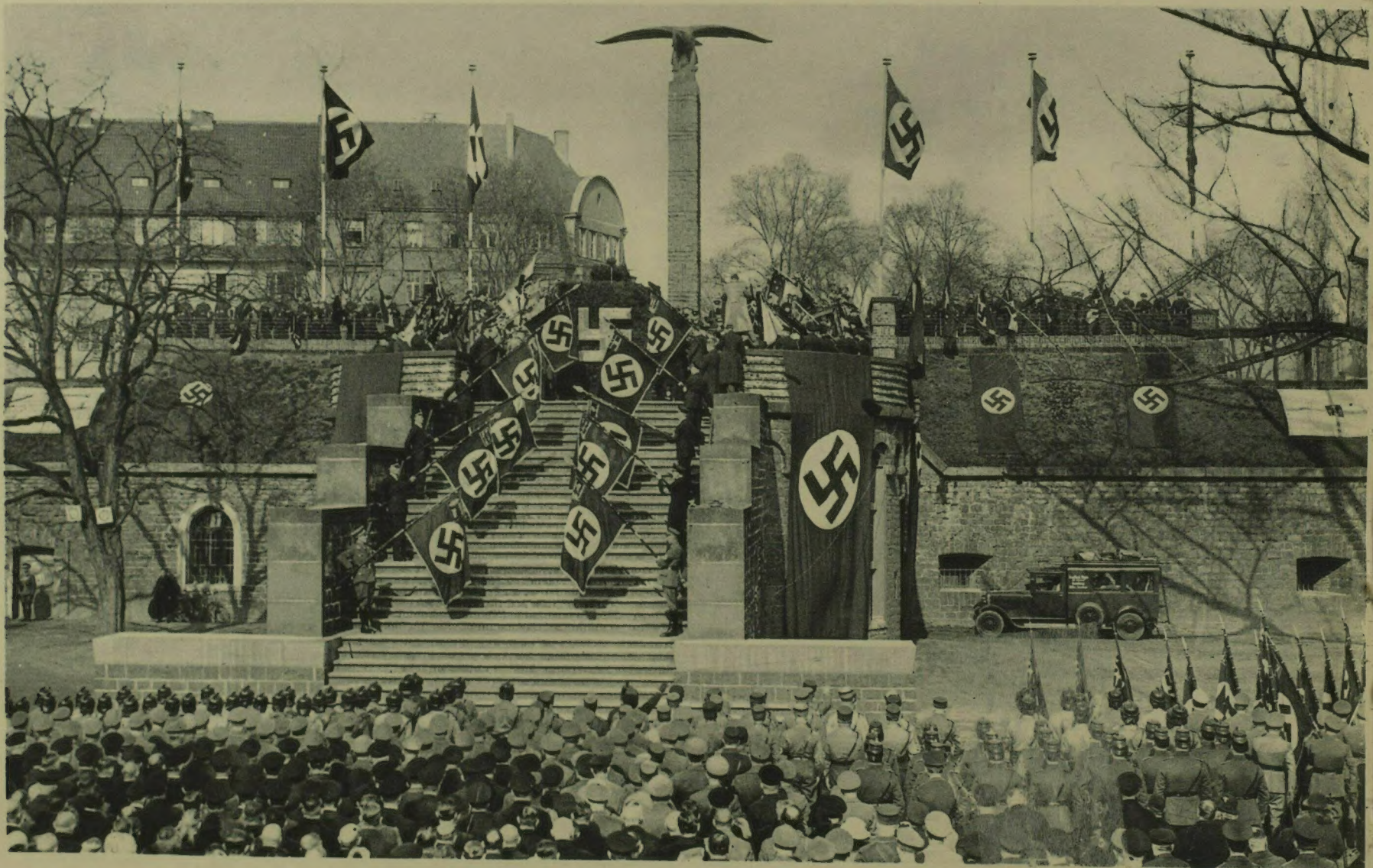
It is not too much to say that when he repudiated the Locarno Treaty on March 7, and announced the reoccupation of the demilitarized Rhineland zone, Herr Adolf Hitler, the German Leader and Chancellor, startled the world. The repercussions were immediate and forceful. Yet, as the "Morning Post" has suggested, his action should not have been regarded as a complete surprise. "Liberation of the German people from the 'slavery' of Versailles was the promise on which Hitler rode to power. In the course of four years he has fulfilled this promise with three decisive acts." On October 14, 1932, Germany

left the Disarmament Conference and resigned from the League of Nations. On March 16, 1935, Germany restored conscription, on the grounds that other Powers had failed to disarm, that the period of military service had been extended in France, and that the Soviet Army had been increased to 101 divisions. Now—March, 1936—Germany has reoccupied the Rhineland, arguing that the spirit of Locarno was violated by the Franco-Soviet Pact. For the rest, we may recall that Herr Hitler became Chancellor in 1933; and, after President Hindenburg's death in October, 1934, was proclaimed Leader of the Reich and Chancellor.

GERMANY IN THE DEMILITARIZED ZONE OF THE RHINELAND: A REOCCUPATION DESCRIBED BY DR. NEURATH AS BEING MERELY SYMBOLIC.



THE GERMAN ENTRY INTO THE DEMILITARIZED ZONE OF THE RHINELAND AS A SEQUEL TO HERR HITLER'S REPUDIATION OF THE LOCARNO TREATY: GERMAN AIR FORCE 'PLANES FLYING OVER DÜSSELDORF AS A FEATURE OF THE REOCCUPATION THE GERMAN FOREIGN MINISTER DESCRIBED AS BEING OF A SYMBOLIC CHARACTER.



IN COLOGNE AFTER ITS REOCCUPATION: AT THE HINDENBURG MEMORIAL DURING THE MEMORIAL SERVICE ON MARCH 8, GERMANY'S NATIONAL REMEMBRANCE DAY, HER "ARMISTICE DAY," WHEN ALL THE FLAGS IN THE RHINELAND WERE AT HALF-MAST.

In the Reichstag, Herr Hitler spoke of "This historic hour, when German troops are taking possession of their future peace-time garrisons in Germany's western provinces"; but, obviously, timing was not as precise as that. The troops began to move during the early hours of March 7 and some of

them crossed the Rhine bridges as the Leader was addressing his followers; but the march of reoccupation did not end then. By the Sunday, however, Cologne, Coblenz, Mainz, Bonn, Mannheim, Düsseldorf, and Saarbrücken had been garrisoned. In Cologne the inhabitants were taken by surprise, but



GERMAN ARTILLERY BY THE RHINE IN THE REOCCUPIED RHINELAND ZONE: ARTILLERY ON THE MARCH IN DÜSSELDORF DURING THE "HISTORIC HOUR" IN WHICH GERMAN TROOPS TOOK POSSESSION OF THEIR "FUTURE PEACE-TIME GARRISONS IN GERMANY'S WESTERN PROVINCES."



THE FIRST GERMAN TROOPS TO ENTER COLOGNE FOR EIGHTEEN YEARS: TRANSPORT PASSING THE CATHEDRAL DURING THE TRIUMPHAL PROGRESS FROM DEUTZ, OVER THE HOHENZOLLERN BRIDGE, TO THE DOMPLATZ, WHERE THE SALUTE WAS TAKEN.

they soon had their flags flying and were extending an enthusiastic welcome. The extreme youth of many of the soldiers was noted: some seemed no more than schoolboys. That, famous industrial town Düsseldorf was not entered until the Sunday, when the German Air Force marched in, followed by field

artillery and other units. There, as elsewhere, the troops were decorated with flowers. It was there, also, that General Kuhne, addressing and complimenting the airmen, said: "The Rhine is Germany's river and shall never be a German boundary"—a sentiment common to all parts of the Reich.

HAZARDS OF THE "QUEEN MARY'S" PASSAGE DOWN THE CLYDE TO THE SEA.



THE COURSE OF THE "QUEEN MARY'S" FIRST PASSAGE—DOWN THE CLYDE TO THE ESTUARY: AN AIR VIEW SHOWING THE HUGE LINER IN THE FITTING-OUT BASIN, WITH STERN PROJECTING INTO THE RIVER; THE MOUTH OF THE CART, INTO WHICH SHE WILL FIRST BE BACKED; AND THE BENDS AND MUD-FLATS SHE MUST PASS.



WHERE THE "QUEEN MARY'S" PASSAGE TO THE SEA WILL BEGIN: THE NEW GIANT CUNARD WHITE STAR LINER LYING IN THE FITTING-OUT BASIN AT CLYDEBANK, ON THE NORTH SHORE OF THE CLYDE—A VIEW SHOWING, OPPOSITE HER, THE MOUTH OF THE TRIBUTARY RIVER CART, INTO WHICH SHE WILL BE MANŒUVRED STERN FIRST, BEFORE PROCEEDING DOWNSTREAM (TO THE RIGHT).

On March 24 the "Queen Mary" will leave her birthplace at Clydebank and start on her first passage—down the Clyde to the estuary: a unique sight that will be watched by thousands of spectators. Great preparations have been made for the event, since, owing to the ship's enormous size, the comparative narrowness of the channel, adjacent mud-flats, and bends in the stream, there are many hazards and difficulties to be overcome, as shown in our illustrations. Since she

entered the fitting-out basin after her launch, the ship's stern has projected into the river, and a barrage was formed to protect it from passing vessels, with a buoy to mark the spot at night. This barrage was recently removed and it was arranged that the stern should be floodlit at night until the ship left the Clyde. The day for her journey downstream was chosen in accordance with meteorological statistics, which showed that the best tides—an all-important factor—would occur

[Continued opposite.]

PARTS OF THE CLYDE CHANNEL DREDGED FOR THE GIGANTIC LINER.



ONE OF THE SECTIONS OF THE CLYDE IN WHICH THE SIX TUGS IN CHARGE OF THE "QUEEN MARY" WILL HAVE A PARTICULARLY DIFFICULT TASK: AN AIR VIEW OF BOWLING BEND, LOOKING DOWNSTREAM AND SHOWING WHERE THE CHANNEL HAS BEEN SPECIALLY DREDGED IN READINESS FOR HER PASSAGE.



WHERE PRECAUTIONS HAVE BEEN TAKEN TO ENABLE THE "QUEEN MARY" TO PASS SAFELY DOWN THE CLYDE: AN AIR VIEW OF THE REACH BETWEEN BOWLING BEND (ON THE RIGHT) AND DUMBARTON, SHOWING MUD-FLATS ON BOTH BANKS OF THE RIVER, BETWEEN WHICH THE CHANNEL (IN PLACES UNDER 300 FT. WIDE) HAS BEEN BROADENED FOR THE 118-FT. WIDE SHIP.

Continued.]

on March 24, 25, and 26. It is expected that the passage, if accomplished in one day, will take about 4½ hours. In many parts of the river the navigable channel is under 300 ft. wide, and the width of the "Queen Mary" is 118 ft. The clearance between keel and river-bed may be 10 ft. and in some places not more than 4 ft. The ship will enter the Clyde stern first, and will then be manoeuvred into an oblique position, with her bows pointing downstream and her

stern in the mouth of the River Cart, a tributary on the south (Renfrew) side of the Clyde, opposite the shipyard. She will then be eased into the main channel. Several awkward bends will later have to be turned. It was found that towing ropes attached low down on the hull (instead of high on deck) would give the tug-boats better control. Accordingly, eight towing plates, to which ropes will be shackled, have been bolted on to the hull near water-mark.

BOOKS OF THE DAY.

JUST forty years ago, while living at Toynbee Hall as a disciple of the Prophet (our nickname for that great man, the late Canon Barnett), I took part in one of the periodical "Toynbee rambles," which would nowadays be called hiking parties. On this occasion a miscellaneous collection of men and women wended their way into Kent, and the goal of our pilgrimage was that picturesque old house, Ightham Mote, where we were entertained. Being one of the younger fry, I was not with the leading group of the expedition, but I remember that it contained the famous war correspondent and writer who has now added to his works a delightful volume of reminiscent essays, entitled "RUNNING ACCOMPANIMENTS." By Henry Woodd Nevinson (Routledge; 10s. 6d.). Mr. Nevinson gives us glimpses of the dark social conditions into which the mother of University Settlements brought hope, light, and love of beauty. Describing "the long and dismal streets" in which working people, in Whitechapel and elsewhere, dwelt in their insect-infested "brick huts," he says: "For two years I lived among those East End workers, and I can speak with authority and not as the scribes."

These recollections occur in Mr. Nevinson's chapter on "The Derided Age," where he doughtily champions the Victorians against "the charm of Lytton Strachey's malignity" and the pack of yelping critics that followed his lead. The chapter begins with the great Queen's funeral, at which Mr. Nevinson commanded a cadet battalion helping to line the route, afterwards marching them back to their headquarters in Shadwell. I can also share his memories of that occasion, though mine only recall the silent army of civilians tramping across Hyde Park on a misty February morning to see the procession. Mr. Nevinson points out that, although appalling industrial oppression existed among the Victorians, it was they who led the revolt against it, and we of the twentieth century have no right to cast a stone at them. "We forget . . . our own atrocious wars, our vast unemployment, and our apathy towards any education for working people above the age at which for the well-to-do classes it seriously begins." The satirists, Mr. Nevinson declares, have missed the real glory of the Victorian Age. "It was the most rebellious age in our history"—in religion, in poetry, in science, and in social reform. Among the philanthropists who revolted against "the abominations freely practised upon the workers" he mentions "Samuel Barnett, who aimed at true education by a fusion of the educated and half-educated in Toynbee Hall."

Mr. Nevinson has recorded his manifold experiences as a war correspondent in other books. Here he does not deal much with international affairs, but touches on a wide variety of subjects, personal, literary, historical, moral, and religious; but let anyone who wishes to know his feelings about war, with its destruction of life in the springtime of youth, read the essay entitled "Greeks," relating primarily to the "Thirty Days War" between Greece and Turkey in 1897. Significant allusions to current affairs occur also in the essay, "A Stage Army," where Sydney Smith is quoted as writing: "Why are the English to be the sole vindicators of the human race?" and again: "For God's sake do not drag me into another war. I am worn down and worn out with crusading and defending Europe and protecting mankind. . . . We have just done saving Europe, and I am afraid the consequence will be that we shall cut each other's throats."

Mr. Nevinson offers whole-hearted tribute to his old school, Shrewsbury, and especially to one master, the late A. H. Gilkes (afterwards Head of Dulwich). This chapter finds a reciprocal echo in a book which might likewise be classified as essays in reminiscence, by a famous ex-Headmaster of Eton who had previously reigned at Shrewsbury—namely, "THINGS ANCIENT AND MODERN." By C. A. Alington, Dean of Durham. With Frontispiece (Longmans; 12s. 6d.). Dr. Alington abounds in humour, contrasting therein with Mr. Nevinson's rather sombre outlook, and his book sparkles with amusing comments and anecdotes, among which I enjoyed most those concerning Dr. Butler and the blackboard inscription ("Butler is an old fool"), Mr. Lloyd George's reaction to the remark that Gladstone was "a great humbug"; and the story told against himself by Canon Sawyer, who succeeded Dr. Alington at Shrewsbury, about the school sweepstake on the appointment of the new Head Master.

Dr. Alington's period of rule at Shrewsbury, I gather, was one of his happiest experiences, though clouded towards the end by tragedies of the war. Recalling his arrival, he writes: "To see Shrewsbury again was to fall in love with the place, and . . . I give thanks to the kindly Providence which reserved me for the banks of the Severn. This is perhaps the place to quote the beautiful tribute paid to that most lovely of rivers by a distinguished Old Salopian, Mr. Nevinson: 'Other rivers may be called majestic, and we talk of Father Tiber or Father Thames, but no one ever called the Severn father or praised her but for her grace: for she is like the body and soul of a princess straight from a western fairyland—so wild and pliant, so full of laughter and of mystery, so uncertain in her gay and sorrowing moods.'"

While, as already noted, much of Dr. Alington's book is conceived in lighter vein, he is serious enough in discussing many important matters concerning education for "the well-to-do classes" (to recall Mr. Nevinson's phrase), notably such questions as religion, games, or the relative value of classics, science, and modern languages, and he vigorously defends the public school system against unfounded accusations, such as snobbery, or worse things imputed in certain novels of school life. "The boy who writes a novel soon after leaving school," he points out, "is usually somewhat abnormal . . . and for the purposes of novel-writing it is necessary to dwell on, or to invent, episodes which can be called dramatic. Head

forms for commissions

for boys with no special capacity for leadership, whilst boys of exceptional brilliance, who might have done invaluable work as interpreters, scientists, inventors, or in any intelligent capacity, were drafted off to be killed as subalterns in a line regiment."

One of Mr. Nevinson's "eminent Victorians," Professor Huxley, has been called, I believe, "the St. Paul of Darwinism." He dubbed himself, less grandiosely, "Darwin's bulldog," as we learn from "T. H. HUXLEY'S DIARY" Of the Voyage of H.M.S. *Rattlesnake*. Edited from the Unpublished MS. By Julian Huxley. With Coloured Frontispiece and twelve Plates (Chatto and Windus; 15s.). The house of Huxley has produced three generations of distinguished men, but I fancy that young people of to-day know little about the first and greatest of them. In this new and important addition to the annals of his career, we learn what manner of man he was, at the age of about twenty-five, when he made the long voyage in a sailing-ship to the Antipodes between 1846 and 1850. The diary, which only came to light last year, is now published for the first time.

Huxley's grandson, who has ably edited the work, comments on the curious fact that the journal should appear not long after the publication (in 1933) of Darwin's

"Diary of the Voyage of H.M.S. *Beagle*." "The two greatest British biologists of the nineteenth century," he writes, "each began his career as naturalist on a long voyage of scientific exploration. . . . But that of Darwin has as its chief and absorbing interest the growth and development of his ideas on the mutability of species: in it we are assisting at the birth of the Evolution Theory. Huxley, on the other hand, records singularly little about his scientific views. . . . But in these pages are revealed the many sides of his complex temperament; his struggles with himself,

with his fellow men, with Nature; the steps in the organisation of his powerful character." It was during this voyage, too, that he met and became engaged to his future wife at Sydney.

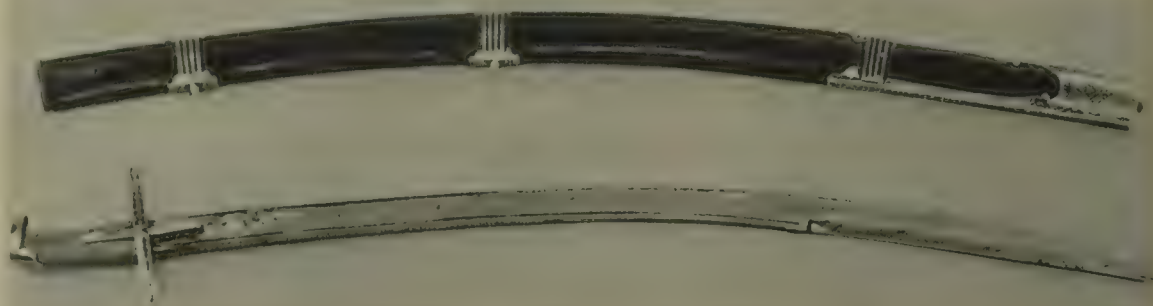
It was a good many years ago—earlier, I think, than the Toynbee ramble mentioned above—that I first became acquainted with that haunting couplet of Kipling's—

Elephants a-pilin' teak
In the sludgy, squidgy creek.

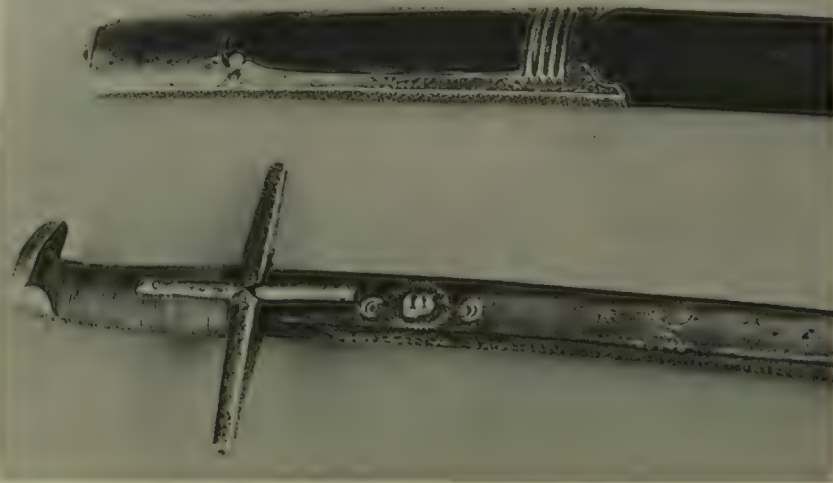
Not until now, however, have I learned the full meaning and implications of those pregnant words, from a fascinating book called "TEAK-WALLAH." A Record of Personal Experiences. By Reginald Campbell. With fifteen Illustrations (Hodder and Stoughton; 15s.). Teak-wallah, I find, is the local term for a forest assistant in the teak jungles of Northern Siam. The story of the author's experiences is of such a character and is so vividly told that when one begins to read it one finds it difficult to stop. Mr. Campbell has written several works of fiction—"Death in Tiger Valley," "This Animal is Dangerous," "Poo Lorn of the Elephants," "Jungle Night," and "Fear in the Desert." In the present volume, I should imagine, he recounts the actual experiences on which some of his tales are based. It is a story full of thrills and bristling with adventure. Elephants, of course, pervade the book, and one of the most exciting incidents is that of the rogue elephant that ran amok and chased a man, who deliberately led it into a pitfall. But the tusker does not monopolise the interest. There are equally thrilling episodes concerning vicissitudes of travel in the jungle, snakes, mad dogs, and man-eating tigers. Moreover, the author believes himself to be the only man who has ever accidentally trodden on a bear and lived to tell the tale.

It must not be thought, however, that Mr. Campbell's book is of the sensational type. It is obviously a plain tale of actual happenings, and its charm lies largely in the quality of the writing. Thus, when eventually recurrent illness compelled him to return to England, he expresses his regret in a passage of moving pathos. "I felt," he says, "like a second Mowgli, leaving his jungle surroundings to return to the haunts of man. I forgot the hell of the rains, the fevers, the discomforts." And so he had to come home, but the elephants went on piling teak.

C. E. B.



A HISTORIC POLISH SWORD TO BE RETURNED TO POLAND ON MARCH 19, THE NAME-DAY OF THE LATE MARSHAL PILSUDSKI: "THE SABRE OF THE POLISH KING" AND ITS SHEATH.



THE DECORATED HANDLE AND SHEATH OF THE POLISH SWORD: A CLOSER VIEW; SHOWING THE INSCRIPTION AND ESCUTCHEON.

This historic sword is to be sent to Warsaw through the Polish Consulate-General in Munich. It is of damascened steel, richly encrusted and adorned with gold, bearing on the reverse the inscription: "Stephanus Bathoreus Rex Poloniae Princeps Transylvaniae." This Stephanus Bathory came of a Hungarian family of rank, and in 1575, after his marriage with the Jagellonian Princess Anna, was made King of Poland. The handle of the sword is entwined with finely twisted gold wire; the top and the cross are enriched with inlaid ornament. On the blade appears the head of the king and two half-moons flank an escutcheon. The sheath is of black leather with three ferrules and a long shoe, decorated with flat gold. The work is of Oriental craftsmanship, probably Persian, and belongs to the second half of the sixteenth century.

Masters, or even assistant masters, are not murdered with the frequency which novel-writers (and some others) might wish."

Another not uncommon charge against public schools is that they are hotbeds of militarism. In refutation Dr. Alington writes indignantly: "When I think of the boys whom I saw marching off to Camp in August 1914 and remember how few of them are alive to-day; when I remember how passionately the majority disliked anything military, I find this particular accusation rather hard to bear. A schoolmaster whose service began in the last century lost probably more friends than anyone else in the war, and he knows better than anyone else how atrocious is the falsehood. . . . I should like to make a suggestion in the event (which God forbid!) of the country having to fight again. It is that the War Office should summon all the Headmasters to London . . . to give an opinion as to the type of service for which their pupils are fit. In 1914 we found ourselves signing



THE KING'S VISIT TO THE "QUEEN MARY": HIS MAJESTY LEAVING THE GREAT LINER AFTER HIS INSPECTION, SURROUNDED BY WORKMEN WHO WELCOMED HIM WITH ENTHUSIASM AND GREETED HIM WITH "GOOD OLD TEDDY!"

The King was given an enthusiastic welcome in Glasgow on March 5, when he paid his first visit to Scotland since his accession, to inspect the Cunard White Star liner "Queen Mary" at Clydebank. His Majesty spent fully three hours inside the vessel and it is calculated that he walked seven miles in the course of the extremely thorough tour he insisted on making. He made a point of seeing the third-class accommodation; and one of the engines was started so that he could judge for himself of the absence of vibration. It was raining heavily, but the crowd waited patiently for several hours to greet the King. As he approached the "Queen Mary" in the fitting-out basin, their cheers were drowned by the deep note of the vessel's

sirens. The King spent so long a time on board the liner that he was not able to inspect the "Southampton"-class cruiser which was almost ready to be launched from the yard. On leaving the liner his Majesty is reported to have expressed the hope that he might again see the "Queen Mary" before she goes into commission. When he left thousands of workers employed in the yard swept forward with shouts of "Good old Teddy!" and "Speech! Speech!", and a man ran forward and opened the door of the royal car. Afterwards the King made a tour of inspection of a city housing scheme and visited several families living in overcrowded conditions in Glasgow. Photographs of the "Queen Mary's" interior will be found on other pages.

SEEN BY THE KING WHEN HE "SHE IS A MARVELLOUS VESSEL—"



A PHOTOGRAPH WHICH GIVES AN IDEA OF THE GREAT DISTANCES WHICH THE KING TRAVERSED IN THE COURSE OF HIS TOUR OF THE "QUEEN MARY"; THE MAIN HALL AND RESTAURANT; WITH THE CORRIDORS BEYOND.



PUTTING FINISHING TOUCHES TO ONE OF THE MOST LUXURIOUS STATEROOMS ON "A" DECK.



ANOTHER VIEW OF THE GREAT MAIN HALL, OR CABIN-CLASS RESTAURANT; SHOWING MR. PHILIP CONWARD'S PAINTING OVER THE DOORS.



THE GREAT LENGTH OF THE "QUEEN MARY"; LOOKING ALONG THE PROMENADE DECK; WITH THE MOTOR LIFE-BOATS HOUSED ABOVE.



A TYPICAL STATEROOM IN THE "QUEEN MARY"; A REMARKABLY AIRY AND WELL-FURNISHED APARTMENT.



THE CABIN-CLASS SWIMMING-POOL; WHICH HAS AN ARTIFICIAL PALM BEACH ADJOINING IT.

official itinerary should be extended so that he might view the third-class quarters. It is calculated that he covered seven miles during his tour of the ship. He climbed down perpendicular steel ladders into the vessel's depths and saw the engine-rooms, from which visitors have been almost

INSPECTED THE "QUEEN MARY": A SHIP BUILT FOR UTILITY."



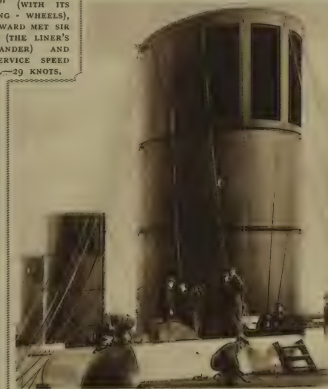
COMPLETING A CHILDREN'S ROOM ON THE "QUEEN MARY"; WITH DELIGHTFUL DECORATIONS.



ON THE BRIDGE OF THE "QUEEN MARY" (WITH ITS TWIN STEERING WHEELS), WHERE KING EDWARD MET SIR EDGAR BRITTEN (THE LINER'S FUTURE COMMANDER) AND LEARNED THE SERVICE SPEED OF THE VESSEL—29 KNOTS.



THE IMPRESSIVE BULK OF THE "QUEEN MARY"; THE BRIDGE AND UPPER-WORKS AS THEY APPEAR FROM THE WATER.



WORKMEN PUTTING FINISHING TOUCHES TO THE SUPER-STRUCTURE NEAR THE AFTER FUNNEL; SHOWING VENTILATING APERTURES IN ITS AFTER FACE.



THE TOURIST-CLASS SWIMMING-POOL; ONE OF THE TWO WHICH THE GREAT LINER EMBODIES.



PREPARING THE CINEMA AND BALL-ROOM; AN EXAMPLE OF THE LINER'S LAVISH PROVISION FOR AMUSEMENT.

As noted on another page, King Edward visited Glasgow on March 5, to inspect the great Cunard White Star liner, "Queen Mary." He was met at the station by a party which included Sir Iain Colquhoun, Bt., and Provost J. M. Smart. It was raining hard, but the King ignored a proffered umbrella and said, with a laugh: "I know the Clyde." Cheering crowds lined the route to the fitting-out basin. Work on board the "Queen Mary" was stopped during the royal visit; and workmen's faces were to be seen at every porthole and vantage-point. His Majesty began by asking that the

entirely excluded. A story is told that he balanced a penny on the engine-casing of one of the turbines, which was started for him. In order to test the extent of the vibration. The penny remained undisturbed when the engine began to run. His Majesty twice appeared on the bridge and was

there informed by Sir Edgar Britten that the liner's service speed would be twenty-nine knots. This fact had hitherto been a carefully guarded secret. The King saw one of the swimming-baths, the gymnasium, the dressing-rooms, and the staterooms, and those who accompanied him described him as most unwilling to hurry his inspection. He made trial of the chairs in the lounges, and even paused to turn on taps in some of the cabins. Before leaving, his Majesty said to Sir Percy Bates, chairman of the Cunard White Star Company: "She is a marvellous vessel—a ship built for utility."

WHY BRITAIN MUST STRENGTHEN HER DEFENCES: A SURVEY OF

DRAWN BY OUR SPECIAL



PRACTICAL REASONS FOR THE INCREASE OF THE EMPIRE'S DEFENSIVE FORCES, APART FROM THE

In the recently issued official White Paper detailing the Government plans for Empire defence, which were later debated in Parliament, the chief reason for the new proposals was thus explained: "Even more important than the circumstances of any particular dispute is the bearing on our own defensive arrangements of the rising level of national armaments elsewhere." The statement then specifies the principal increases in armament effected in Germany, France, Belgium, Italy, Soviet Russia, Japan, and the United States. The above illustration (which embodies particulars compiled from the latest returns

available) is designed to show these developments abroad in a pictorial and easily intelligible form. In the section on armies, the most striking fact is the revival of the German Army, increasing from the 100,000 men allowed under the Versailles Treaty to its present strength of 560,000. Another noteworthy point is the reduction in the peace strength of France (from 780,000 men in 1924-5 to 560,000 to-day), necessitated by the decrease in the French birth-rate. An outstanding feature also is the enormous growth of the Russian Army, whose present peace footing overshadows that of every other Power. Further

"THE RISING LEVEL OF NATIONAL ARMAMENTS ELSEWHERE."

ARTIST, G. H. DAVIS.



POLITICAL STATE OF EUROPE: REARMAMENT OF OTHER POWERS, SHOWN IN DIAGRAMMATIC DETAIL.

may be noted the increase of the Italian forces from 250,000 in 1933 to 510,000 to-day. The naval section presents some interesting comparisons. Old craft have been scrapped and new substituted, so that the numbers of ships have not altered much. Many capital ships have been practically rebuilt to bring them up to date. France is now building capital ships; so are Italy and Germany. Both France and Italy have enormously increased their strength in submarines. As to the air, a significant fact is the vast growth of Russia's flying forces from 300 first-line machines in 1925 to 3000 to-day, to be

increased, it is believed, to 4000 in 1938. Last year Germany officially announced the resurrection of her air force, and she aims at parity with that of France in 1938. For Great Britain parity means that our "metropolitan" strength in aircraft should equal that of Germany, or that of France (in France and North Africa). "Metropolitan" is a new official term applied to air strength within the United Kingdom. With the 250 first-line machines now to be added to the existing programme of 1500, our "metropolitan" strength will be 1750. Our overseas strength is 400.

WHAT THE ITALIAN MACHINE OVER ADDIS ABABA SAW

PHOTOGRAPHS BY



AN ABYSSINIAN LANDSCAPE FROM THE AIR IN THE NEIGHBOURHOOD OF ADDIS ABABA—INCLUDING (LEFT) A BRIDGE OVER A RAVINE AND (RIGHT) CIRCULAR BUILDINGS CHARACTERISTIC OF THE COUNTRY.



THE MARKET STREET OF ADDIS ABABA: A COMPLEX OF BRIGHTLY COLOURED BUILDINGS, INCLUDING (1) THE OFFICES OF THE METAL AND POTTERY MERCHANTS; (2) THE POST OFFICE; AND (3) THE GERMAN CHEMIST'S HOUSE.

The flight of an Italian aeroplane over Addis Ababa on March 6—the first time such a flight has been made—lends special interest to these air views of the Ethiopian capital. The aeroplane was a large white Savoia machine. It came from the south-east and circled over the city for half an hour at a height of about 4000 feet, well out of range of the rifles and machine-guns which Abyssinian enthusiasts fired at it. It will be recalled that soon after the beginning of the war the eight foreign consulates and legations of Addis Ababa jointly appealed to Italy not to drop bombs on Addis Ababa or



THE CHURCH OF ST. GEORGE, A CENTRE OF THE COPTIC RELIGION, IN THE MIDDLE OF ADDIS ABABA: A LARGE OCTAGON ENVELOPING THE BUILDING, IN WHICH THE SERVICES OF THE IMPERIAL COURT ARE HELD.



THE ADDIS ABABA TERMINUS OF THE DJIBUTI RAILWAY (2); SHOWING THE STATION, RAILWAY LINES, AND COACHES OF THE "RHINOCEROS EXPRESS"; AND (1) THE SQUARE WHERE A MEMORIAL TO THE "LION OF JUDAH" STANDS.

Diredawa, where there are large foreign populations. A guarantee to this effect was given, on condition that neither town was used as a military base. The Abyssinian Government thereupon removed the anti-aircraft defences from Addis Ababa, and the capital is now defenceless against air attack. The effect of the Italian reconnaissance flight of March 6, however, was to renew fears that the town might be bombed. It was reported that, while the single machine was taking photographs of Addis Ababa, six Italian aeroplanes from the southern front flew over Arba, a railway station east of the Hawash

OF THE CITY: AIR VIEWS OF THE ETHIOPIAN CAPITAL.

H. W. VON ENGEL.



THE GREAT GIBBI (PALACE) QUARTER OF ADDIS ABABA: A STRIKING AIR PHOTOGRAPH, SHOWING (1) THE EMPEROR'S QUARTERS; (2) THE MAUSOLEUM OF MENELIK II.; AND (3) THE TREASURY, WHICH USED TO CONTAIN THE TREASURE DERIVED FROM THE LAST ITALO-ABYSSINIAN WAR, UNTIL ITS REMOVAL TO A SAFER PLACE.

bridge, and followed the railway line almost to Diredawa before turning southward. It was the first formation flight over the railway. On March 8 it was announced from Rome that the aeroplane which flew over Addis Ababa was a bomber piloted by General Ranza, commander of the Air Force in Somaliland. It started from and returned to the Italian base at Negelli (near Dolo on the Somaliland border), and is estimated to have flown altogether about 560 miles. By one correspondent the flight was said to have been in the nature of a "warning." Meanwhile, the southward movement of the

Italian troops in the north continued, and a report that hostilities had temporarily ceased pending peace negotiations was denied. A brigade from the Eritrean division was stated to have crossed the River Takkaze into Tsellemi; and preparations were made to safeguard the right flank so that a further advance southward from Amba Alaji could be made towards Lake Ashangi. The Abyssinian authorities issued a comprehensive denial of the series of victories recently claimed by Italy, and maintained that Ras Kassa and Ras Seyyum were attacking again after retiring in good order.

THE OBJECT OF ITALIAN BOMBING RAIDS: DR. MELLY'S RED CROSS UNIT IN ABYSSINIA.



THE BRITISH AMBULANCE SERVICE UNIT OF THE BRITISH RED CROSS IN ABYSSINIA: THE TRANSPORT PARKED—including the breakdown lorry (left)—while on the way to the northern front.



A TRANSPORT LORRY OF THE BRITISH RED CROSS UNIT ROUNDING AN AWKWARD BEND ON THE WAY NORTH: A HAIRPIN TURN OF A KIND NOT UNCOMMON IN THE ABYSSINIAN UPLANDS.



DISPLAYING ITS GROUND FLAG, FORTY FEET SQUARE—AS IT WAS WHEN BOMBED BY AN ITALIAN AEROPLANE ON MARCH 4: AN ENCAMPMENT OF THE BRITISH RED CROSS UNIT UNDER DR. MELLY.



FIVE OF THE BRITISH MEMBERS OF THE BRITISH RED CROSS UNIT SERVING IN ABYSSINIA UNDER DR. MELLY: FORTUNATE SURVIVORS OF A NUMBER OF ITALIAN BOMBING RAIDS ON THE AMBULANCE.

On the morning of March 4 the British Ambulance Service Unit of the British Red Cross in Abyssinia was bombed at Alamata, near Kworam, by an Italian Caproni aeroplane, No. 62. The damage was serious and three patients were killed. Dr. Melly, the medical officer in charge, stated in his preliminary report that the ambulance was encamped two miles from the nearest troops on open ground. The Italian aeroplane repeatedly flew over the camp at a low altitude, dropping in all forty bombs. Three tents used as hospital wards, operation and sterilisation tents, and one lorry were destroyed. Three patients were killed and



TRANSPORT LORRIES TRAVERSING DIFFICULT COUNTRY ON THE WAY TO THE NORTHERN FRONT: PART OF THE BRITISH RED CROSS UNIT MAKING FOR KWORAM, WHERE IT WAS SEVERELY DAMAGED BY BOMBS.

several wounded. There were no casualties among the personnel. Dr. Melly added that, besides the red crosses on tents and on the flagstaff, a ground flag 40 ft. square, bearing a large red cross, lay in the centre of the camp. The bombing was repeated on March 5 and on March 6, although little by then remained of the camp. The staff and patients had moved overnight by lorry to a place of relative safety unmarked by the Red Cross. The doctors continued their work as best they could after the loss of much of their equipment. Sir Eric Drummond, the Ambassador in Rome, was instructed to protest to the Italian Government.



FROM A PAINTING BY JAMES BATEMAN, A.R.A.
A COPY OF THIS PICTURE CAN BE OBTAINED (POST FREE) ON APPLICATION TO DEPT. L., THE DUNLOP RUBBER CO. LTD., ST. JAMES'S STREET, LONDON, S.W.1 C.F.H.



IF YOU DON'T BUY MORRIS
AT LEAST BUY A CAR MADE
IN THE UNITED KINGDOM

MORRIS (SERIES II) **BIG SIXES**

SIXTEEN H.P.	TWENTY-ONE H.P.
TAX £12	TAX £15-15
EIGHTEEN H.P.	TWENTY-FIVE H.P.
TAX £13-10	TAX £18-15
FROM	FROM
£250	£265
	EX WORKS

"HE WAS THE EMBODIMENT OF THE FIGHTING SPIRIT OF THE BRITISH NAVY."

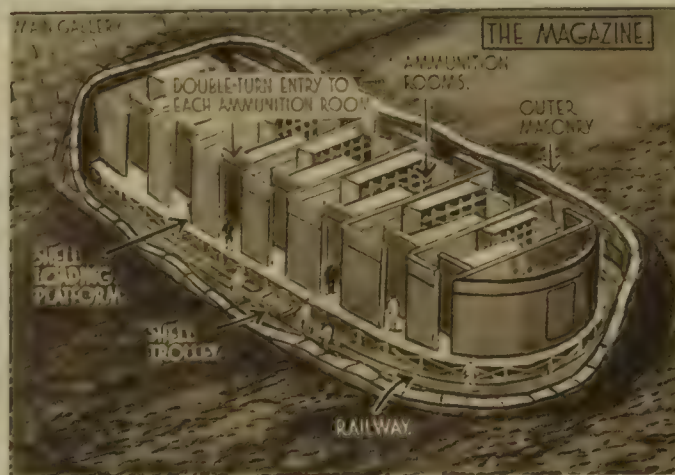


THE LATE ADMIRAL OF THE FLEET EARL BEATTY: THE GREAT SEAMAN WHO FOUGHT IN THE HELIGOLAND BIGHT, DOGGER BANK, AND JUTLAND BATTLES AND RECEIVED THE SUBMISSION OF THE GERMAN HIGH SEAS FLEET.

Admiral of the Fleet Earl Beatty, O.M., died on March 11, at the age of sixty-five. He entered the Navy in 1884 and saw service in Egypt and the Sudan (1896-98). Both there and in China, during the Boxer Rebellion, he distinguished himself. In 1911, as a Rear-Admiral, he became Naval Secretary to the First Lord of the Admiralty (Mr. Winston Churchill), and in 1913 he was given command of the Battle-Cruiser Squadron. At the beginning of the Great War his force distinguished itself in the Battle of Heligoland Bight; and, subsequently, in the Battle of the Dogger Bank, stood a chance of crippling the German Battle-

Cruiser Squadron, when a mistaken signal deprived it of its opportunity. At Jutland, in spite of heavy losses among his ships, he succeeded in his task of drawing the German Fleet northward, in the direction from which Jellicoe was hastening to engage it. In December 1916, on Jellicoe becoming First Sea Lord, Beatty became Commander-in-Chief of the Grand Fleet. He received the submission of the German Navy. He was First Sea Lord from 1919 to 1927. Admiral Sir Ernle Chatfield, who served as Flag Captain to Lord Beatty, has said of him: "He was the embodiment of the fighting spirit of the British Navy."

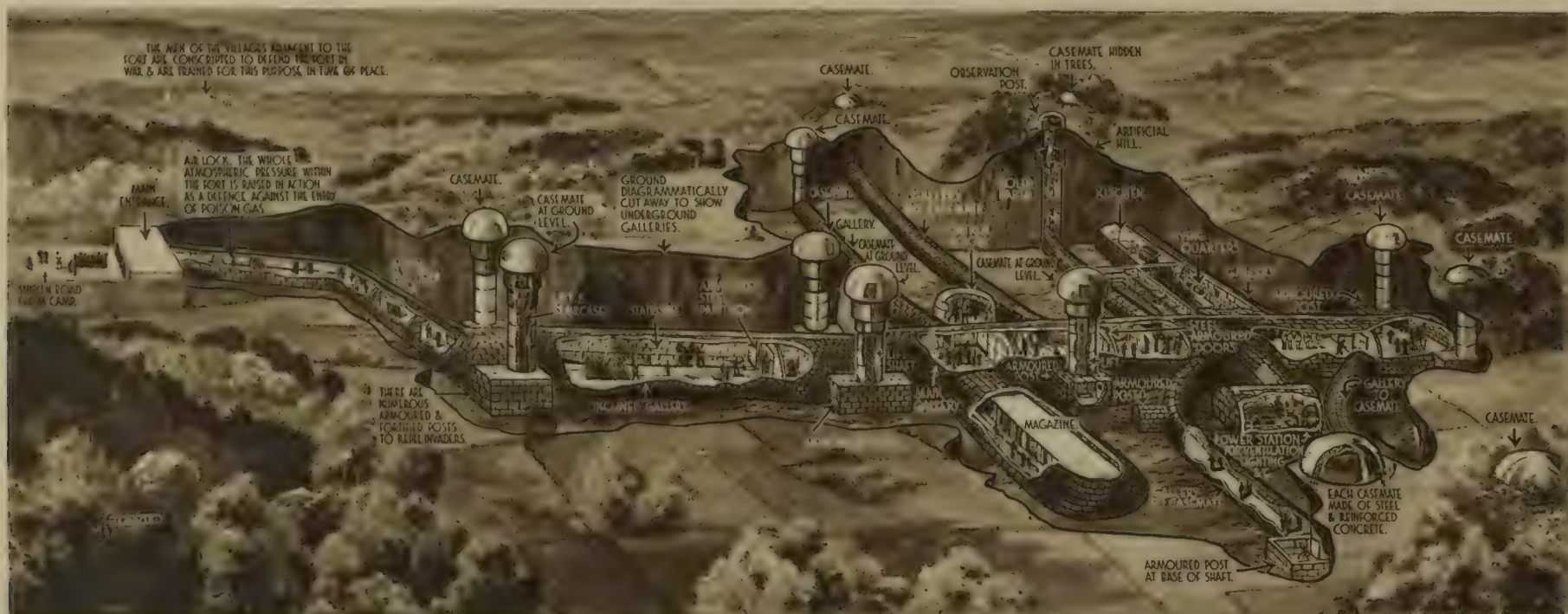
FRANCE'S MAGINOT LINE MANNED AS A SEQUEL TO GERMANY'S MARCH INTO THE DEMILITARIZED RHINELAND ZONE.



CASEMATES IN THE MAGINOT DEFENSIVE LINE ON FRANCE'S EASTERN FRONTIER; OFFICIALLY REPORTED TO HAVE BEEN MANNED AS A SEQUEL TO GERMANY'S MARCH INTO THE DEMILITARIZED ZONE.

A FEATURE OF THE VAST UNDERGROUND WORKS OF THE MAGINOT LINE, BY WHICH FRANCE'S EASTERN FRONTIER CAN BE CLOSED IN A FEW HOURS: AN UNDERGROUND MAGAZINE.

THE ENTRANCE TO ONE OF THE NUMEROUS SHELTERS FOR PERSONNEL AND MUNITIONS IN THE MAGINOT LINE; GIVING PROTECTION FROM BOMBARDMENT AND SITUATED SOME WAY BACK FROM THE FRONTIER.



A SUBTERRANEAN FORTIFICATION IN THE MAGINOT LINE, WHICH EFFECTIVELY GUARDS FRANCE'S EASTERN FRONTIER FROM MONTMÉDY TO BELFORT: A DIAGRAMMATIC DRAWING TO SHOW THE CONTROL POSTS, LIVING QUARTERS, MAGAZINE, AND OTHER WORKS BURIED DEEP UNDERGROUND; AND THE CASEMATES LOCATED FOR MUTUAL SUPPORT.



A GUN IN POSITION IN THE MAGINOT LINE: THE ARMAMENT OF ONE OF THE STRONG POINTS WHICH ARE PROTECTED AGAINST GAS BY RAISING THE ATMOSPHERIC PRESSURE INSIDE.

THE CAMOUFLAGED DEFENCE WORKS OF THE MAGINOT LINE: A LANDSCAPE PEACEFUL IN APPEARANCE, EXCEPT FOR A BARBED-WIRE BELT, BUT CONCEALING FORMIDABLE FORTIFICATIONS IN THE HILLOCK IN THE CENTRE.

A GALLERY DEEP UNDERGROUND: PART OF THE SYSTEM OF SUBTERRANEAN COMMUNICATIONS WHICH RENDER THE MAGINOT LINE SAFE FROM BOMBARDMENT OR A SUDDEN MECHANIZED INVASION.

Elsewhere in this issue we illustrate events which accompanied Germany's reoccupation of the demilitarized Rhineland zone. Though much anger was aroused in France by this step, no sweeping military measures were taken. The chief precaution adopted was stated to be the return to the French fortifications of the frontier defence groups, which, for purposes of convenience, had been training a few miles further from the frontier. Troop movements on the French eastern frontier continued throughout March 9; and that night the French military authorities announced that the strategic Maginot Line had been manned with "speed and efficiency." This line of strong points, stretching from Belfort to Montmédy and connecting with the

Belgian frontier, would be, it was stated, as difficult to cross by air as by land. We give here a diagrammatic drawing by our special artist, G. H. Davis, of a typical strong point in this line. The essential points of the French system, which has been conceived and carried out on a gigantic scale and is the strongest ever evolved, are as follows: a line of fortified casemates giving each other mutual support by cross-fire, and interconnected by underground galleries safe from bombardment. All the key positions, normally vulnerable to attack from the air or a break-through by mechanized forces, are in this case buried underground.—[UNIVERSAL PHOTOGRAPHS; DRAWINGS BY OUR SPECIAL ARTIST, G. H. DAVIS, BASED ON DETAILS PUBLISHED IN "L'ILLUSTRATION."]

GERMANY AND THE LOCARNO TREATY: BRITAIN'S POLICY DEFINED.

DRAWN BY STEVEN SPURRIER, R.B.A., OUR SPECIAL ARTIST IN THE HOUSE OF COMMONS.



MR. EDEN MAKING HIS STATEMENT IN THE HOUSE OF COMMONS ON MONDAY, MARCH 9: THE GOVERNMENT'S DECLARATION AS TO THIS COUNTRY'S ATTITUDE TOWARDS THE SITUATION CREATED BY THE GERMAN GOVERNMENT.

Defining British policy with regard to the situation arising out of Herr Hitler's speech and the action of the German Government in sending troops into the demilitarized Rhineland zone, Mr. Anthony Eden, the Secretary of State for Foreign Affairs, made a statement of the utmost importance in the House of Commons on March 9. In the course of it he said: "There is, I am thankful to say, no reason to suppose that the present German action implies a threat of hostilities. . . . But in case there should be any misunderstanding about our position as a signatory of the Locarno Treaty, his Majesty's Government think it necessary to say that, should there take place, during the period which will be necessary for the consideration of the new situation which has arisen, any actual

attack upon France or Belgium, which would constitute a violation of Article 2 of Locarno, his Majesty's Government in the United Kingdom, notwithstanding the German repudiation of the Treaty, would regard themselves as in honour bound to come, in the manner provided in the Treaty, to the assistance of the country attacked." Later, he said: "If peace is to be secured there is a manifest duty to rebuild. It is in that spirit that we must approach the new proposals of the German Chancellor. His Majesty's Government will examine them clear-sightedly and objectively with a view to finding out to what extent they represent the means by which the shaken structure of peace can again be strengthened." Every seat in the House was filled and there was a full assembly of diplomats.



"THIS HISTORIC HOUR": HERR HITLER ANNOUNCING TO THE REICHSTAG THE GERMAN REOCCUPATION OF THE DEMILITARIZED RHINELAND ZONE AND REPUDIATING THE TREATY OF LOCARNO.

In his momentous speech of March 7, Herr Hitler, the German Leader and Chancellor for life, not only announced that Germany no longer regarded

herself as bound by the Treaty of Locarno, but that at that moment German troops were reoccupying the demilitarized zone of the Rhineland. He stated

further that his country, having regained equality of right, was prepared to negotiate new agreements for European security. The meeting took place—

as have all but one of the previous six sittings of the present Reichstag—in the Kroll Opera House, Berlin. General Göring was in the chair.



THE WORLD OF SCIENCE.



HOSTILE AND "HOSPITABLE" FISHES.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

THOSE who write natural history books, and even, I am sorry to say, scientific books, have a common habit of describing, say, poison-spines, or some remarkable tooth, as having been developed for such and such a "purpose." One of my books tells me that the Portuguese "man-o'-war" jelly-fish possesses a "specially designed 'float'" into which gas can be pumped, and so on. Now, such expressions are not only fundamentally wrong, they are fundamentally mischievous. For not only are they distortions of fact, but they fail completely to reveal any sense of awareness of that mysterious "self-regulating" process of growth which distinguishes all living bodies.

One of the chief agencies of this process is that determined by the choice and pursuit of food. This is an insistent and persistent pursuit, and different, though closely related, animals will respond differently in their manifestations of the inevitable changes in bodily structure which follow this pursuit, because the qualities of their tissues, and therefore their responsiveness to precisely similar stimuli, are different. By describing the float of the Portuguese "man-o'-war" as "specially designed," all further interest or curiosity is smothered. What need can there be for "wasting time on speculation"? But the assertion of "special design" is itself a speculation.

In contemplating this structure one should ask, "How did it come into being?" And the answer to this will very clearly emerge after all the other types and species related to this particular jelly-fish have been examined, when we shall find "incipient stages" increasing in complexity of structure as we follow up the investigation. This mode of reasoning applies not merely to all structures whatsoever, but to habits and the choice of haunts as well. Here are aspects of living bodies far too seldom realised, for what obtains in "the lower orders of creation" has obtained, and still obtains,

gurnards, and on the other to the "bull-heads," such as our "miller's-thumb" and our marine "bull-heads." But they are all of sluggish habits, spending most of their days crouched amid boulders of rock on the sea-floor awaiting prey. In their coloration they present a wide range. The species shown in the adjoining photograph (*Sebastes scrofa*) is of a bright scarlet, and bears on its head one or two small flaps of skin with jagged edges. These, apparently, are vibratile and serve as lures, their movements attracting the attention of small fishes passing by. And the coloration of these different species is commonly such as to harmonise with their surroundings. All have the operculum, or gill-cover, armed with spines, and in some species these spines are highly

They would certainly form a very efficient armature against the attacks of larger fishes trying to oust them from their lurking-places, and perhaps this is their main function. But even so, one finds it a little difficult to form a mental picture of the inception of these weapons.

Similarly we have as yet to find an explanation as to the origin and development of the "tags" of skin which project from the various prominences of the head and other parts of the body, which, by their waving movements, simulate pieces of floating seaweed and so disguise the true nature of the body. But these may well have come into being as a response of the skin to the various currents and eddies of the water such as must impinge on the bodies of fishes lurking in crannies.

That odd-looking fish, *Chorismodactylus multibarbis*—unfortunately it has no name in common speech—provides a good illustration of the "tags of skin" to which reference has been made (Fig. 3). A cluster of these hangs from the chin, a pair stand up over the eyes, while the upper edge of the dorsal-fin looks as if it had been cut up to form a feathery fringe. The pectoral, or "breast-fin," it will be noticed, is of great size. It is said to be used as a sort of "scoop" to propel the body over the sea-floor. At other times, when the fins are folded up,



1. A FISH WHICH RELIES UPON ITS COLORATION FOR ITS DEFENCE: THE ROCK-PERCH—BRIGHT SCARLET IN COLOUR—WHICH SPENDS ITS LIFE LURKING IN ROCKY CRANNIES.

Photograph by E. Pedder.

poisonous. In others, the poison is associated with the needle-like points of the dorsal-fin rays. This is true of the "poison-fish" (*Synanceia verrucosa*), of tropical seas. Herein,



2. A REMARKABLE CASE OF SYMBIOSIS OR COMMENSALISM: MINOUS INERMIS, A FISH WHICH ALWAYS CARRIES COLONIES OF A SMALL "POLYP" (*STYLACTIS MINOI*) ON ITS HEAD, SIDE, AND FINS—THE POLYP NEVER HAVING BEEN FOUND OTHERWISE THAN ATTACHED TO THE FISH.



3. A REMARKABLE FISH WHICH RELIES UPON "CAMOUFLAGE" FOR ITS DEFENCE: *CHORISMODACTYLUS MULTIBARBIS*; DISTINGUISHED BY THE TAGS OF SKIN HANGING FROM ITS LOWER LIP AND STANDING UP OVER THE EYES AND BY THE "FEATHERY" UPPER EDGE OF THE DORSAL-FIN—ALL DEVELOPMENTS THAT HELP TO CONCEAL THE FISH'S BODY BY SIMULATING SEAWEED.

in our own bodies. Knowing this, and with a brain so vastly greater than the mere animals, we can in no small measure direct our evolution so that at last, as the poet assures us, "we can make our lives sublime." But there are some aspects of this panorama of life which still evade us, and one or two of these I want to refer to presently.

Recently a fine specimen of the "rock-perch" (*Sebastes*) was sent to me, and this quickly brought to my mind the outlook on Nature to which I have just referred. "Rock-perches," of which there are some 250 species, are related on the one hand to the

however, these terrible weapons are formed by the needle-like rays of the dorsal-fin. The poison-glands lie under the skin at the bases of the spines, and from the gland there runs a duct lodged in a groove on each side of the spine and leading into a pear-shaped bag near its end. Here the milky poison is held in reserve, ready to be poured into the wound made as the spine pierces the flesh of the unfortunate victim. Native fishermen dread this fish, for they occasionally step on the spines when wading with bare feet, and death sometimes follows the wounds they receive.

This spine is a somewhat more elaborate form of those found in the gill-cover and the spines of the dorsal-fin of our greater weever-fish. Herein that in each gill-cover is in part surrounded by a pear-shaped bag, bounded in front by a pair of protecting shields. But there is no duct to convey the poison, which appears to be squeezed out by pressure on the spine and to enter the wound as its point penetrates. The precise part which these poisonous spines play in the life-history of these fishes is a little obscure.

three long, slender "fingers" are used for this purpose, as in the gurnards. These "fingers" were originally parts of the breast-fin. Constant scraping against the sea-floor gradually brought about an enlargement of the lowermost rays of the fin, and in time brought them freedom from the fin-membrane and an increased range of movement.

One of the most remarkable of these fishes is surely that little rock-perch *Minous inermis*, of the Indian Ocean. Instead of living on the sea-floor, after the manner of its tribe, it roams the open sea: hence, being subjected to no eddies or currents, it displays no "tags of skin," such as I have described in the sedentary forms, whereby they come to harmonise with the surrounding seaweeds and polyps. But instead it carries small colonies of polyps attached to various parts of its body, chiefly the head, sides, and breast-fins, as will be seen in the accompanying illustration. Now, these polyps (*Stylactis minoi*), looking like dwarf specimens of the fresh-water *Hydra* of our ponds and ditches, are never found anywhere else save on the bodies of this particular species of fish. And it is rare indeed to find a fish without its company of polyps! The more one concentrates attention on this fact, the more remarkable it becomes. How comes it about that they must find this one particular host, as they enter on their free-swimming larval life, or perish?—for apparently they cannot survive save on this living body, which they in no wise injure. The advantage to the polyps is obvious, for they are constantly borne into pastures new without effort. Here are cases of inherited habit and behaviour well worth bearing in mind.

PEOPLE AND HAPPENINGS
PICTURED :



THE MARQUESS OF LANSDOWNE.

The sixth Marquess of Lansdowne died on March 5; aged sixty-four. He served in the South African War and in the Great War. He sat as M.P. (Unionist) for West Derbyshire from 1908 till 1918. He published numerous volumes from the family papers preserved at Bowood, including "The Petty Papers" and "Johnson and Queeney."



THE DUKE AND DUCHESS OF YORK AT EASTBOURNE: THEIR ROYAL HIGHNESSES ON THEIR WAY TO CHURCH WITH PRINCESS ELIZABETH AND PRINCESS MARGARET ROSE. The Duke and Duchess of York motored to Eastbourne on March 4, and took up their residence at Compton Place, where, it was stated, they would stay for a few weeks while the Duchess recuperates from her recent illness. Princess Elizabeth and Princess Margaret Rose joined their parents some days later. It will be recalled that King George V. stayed at Compton Place early last year. The house belongs to the Duke of Devonshire.

OUTSTANDING PERSONALITIES
AND EVENTS.



MAJOR G. A. BURGOWNE.

Major G. A. Burgoyne was killed recently when an Ethiopian Red Cross unit in Abyssinia was bombed. His death occurred while Ras Kabada's forces were withdrawing east of Amba Alaji. Major Burgoyne served in both the South African War and the Great War, being wounded in the latter. He had had a most adventurous career.



THE ANGLO-EGYPTIAN CONVERSATIONS IN CAIRO: SIR MILES LAMPSON WITH NAHAS PASHA AT THE GARDEN-PARTY FOLLOWING THE INAUGURATION OF THE CONFERENCE.

The Anglo-Egyptian conversations opened at Cairo on March 2, when Mustafa Pasha Nahas, leader of the Wafd, and Sir Miles Lampson, the British High Commissioner, made speeches before a small audience in the Zaafaran Palace. The British delegation included Admiral Sir William Fisher, Commander-in-Chief, Mediterranean; Air Chief Marshal Sir Robert Brooke-Popham, Lieut.-General, Sir George Weir, G.O.C. Troops in Egypt, and Rear-Admiral Raikes.



M. SARRAUT, THE FRENCH PRIME MINISTER, BROADCASTING HIS STATEMENT AFTER THE GERMAN MARCH INTO THE RHINELAND.

After the German denunciation of the Locarno Treaty, M. Sarraut, the French Prime Minister, broadcast a statement which met with wide approval in his country. He mentioned the desire of his Government to enter into friendly negotiations with Germany. He complained: "We have been confronted with the *fait accompli* in its most brutal form"; and said that they could not consider the German pact proposals.



A DOUBLE CAPE FLIGHT RECORD: FLIGHT-LIEUTENANT T. ROSE AT CROYDON AFTER HIS SUCCESSFUL FLIGHTS OUT AND HOME.

Flight-Lieutenant T. Rose, who left Lympne on February 5, landed at Croydon on March 9, having made the journey between London and Cape Town in record time in both directions. The outward flight occupied under four days; the return journey was made in six days, six hours, 57 minutes against continuous head-winds. The machine in which these flights were made was a Miles Falcon, fitted with a Gipsy "Six" engine.



AN AUSTRO-ITALIAN OCCASION: PRINCE STARHEMBERG (CENTRE FOREGROUND) AT A REVIEW OF TROOPS DURING HIS VISIT TO ROME.

The announcement of a joint visit of the Austrian Chancellor and the Hungarian Prime Minister to Rome was generally assumed to reflect Signor Mussolini's desire to show the world the loyalty of Italy's two Danubian associates. Previous to this Prince Starhemberg, the Austrian Vice-Chancellor, also visited Rome. He was received by Signor Mussolini on March 5; and was also the guest of honour at a dinner given by Signor Suvich.

FROM THE WORLD'S SCRAP-BOOK: NEWS ITEMS OF TOPICAL INTEREST.



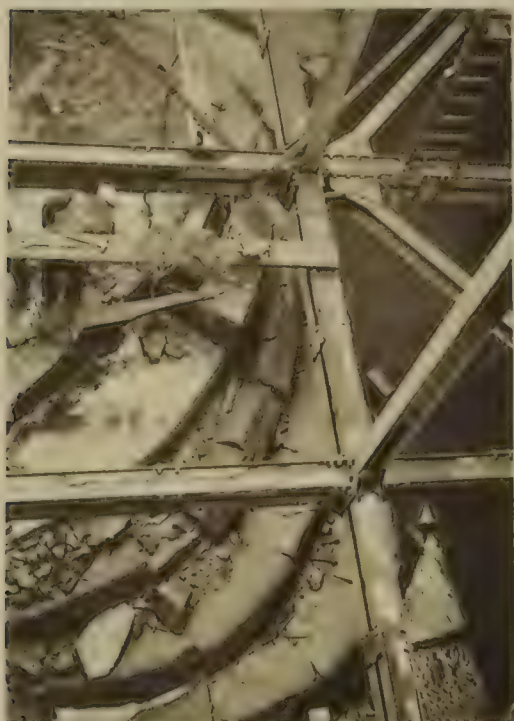
THE "HAUNTED HOUSE" OF WHICH AN INVESTIGATION WAS RECENTLY ARRANGED TO BE BROADCAST BY THE B.B.C.: DEAN MANOR, NEAR MEOPHAM, KENT.

The B.B.C. announced for March 10 "a scientific investigation, by Harry Price and F. H. Grisewood, into the alleged haunting of an old manor house." The cellar door, it is said, refuses to remain closed unless locked, and muffled footsteps are heard. Microphones were placed in the cellar and an attic. Preparations were made to record finger-prints or foot-prints. Dean Manor, which dates from the twelfth century, was the birthplace of Simon de Meopham, Archbishop of Canterbury from 1327 to 1333.



THE NEW HOME OF COLONEL AND MRS. LINDBERGH IN ENGLAND: LONG BARN, NEAR SEVENOAKS, THE REPUTED BIRTHPLACE OF CAXTON.

Colonel Charles Lindbergh, the famous American airman, who with his wife and their second son, Jon (aged three), came to England from the United States last December, has lately taken Long Barn, near Sevenoaks, in Kent, as a country home. It is a beautiful old house, formed from four ancient cottages and a barn, on the Knole Park estate, and owned by the Hon. Harold Nicolson, M.P. The Lindberghs are expected to go into residence there in May or earlier.



CAUSE OF THE SUBSIDENCE OF WATERLOO BRIDGE: DAMAGED FOUNDATIONS REVEALED.

The work of demolishing Waterloo Bridge recently reached a stage that has thrown an interesting light on the original subsidence. An explanatory note on the above photograph states: "Now that the water has been pumped from the caisson, the damaged foundations are revealed for the first time. The picture shows the cracked stonework which was the cause of all the trouble."



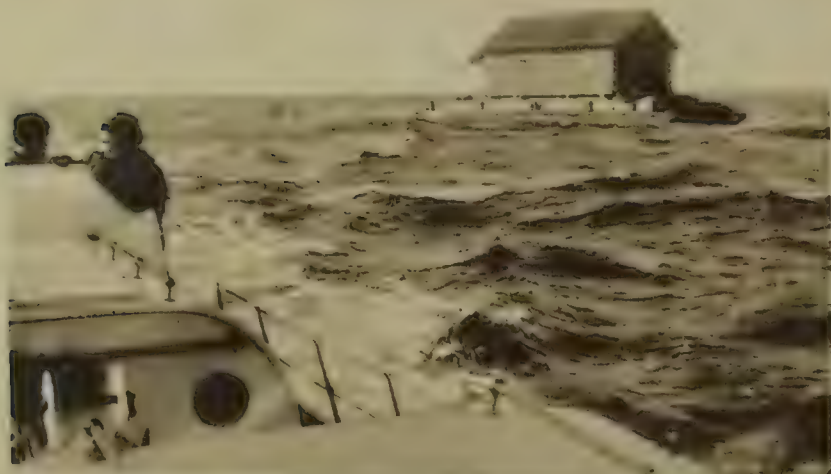
A BRANCH OF THE GERMAN ARMY REPRESENTED IN THE ENTRY INTO THE RHINELAND: MILITARY DOGS IN TRAINING.

This photograph was taken at the Army dog training establishment at Kummersdorf, stated to be the only one in Germany. Dogs are sent thither from military centres all over the country, to undergo eight weeks' training. During the Great War dogs were employed by all the belligerents, for various purposes—Red Cross work, despatch-carrying, and so on. At the recent German reoccupation of the Rhineland, three Alsatian dogs accompanied each of three detachments that entered Cologne.



HERR HITLER AT THE COMMEMORATION OF WAR DEAD: THE GOVERNMENT BOX IN THE BERLIN OPERA HOUSE.

The annual commemoration of Germany's war dead took place in Berlin on Sunday, March 8, the day after Herr Hitler's momentous speech. After the ceremony in the Opera House, he took the salute at a parade in Unter den Linden. In the front row of the box are (left to right)—Dr. Goebbels, Herr Rudolf Hess, General Göring, Field-Marshal Mackensen, Herr Hitler, and General Blomberg, Minister of Defence.



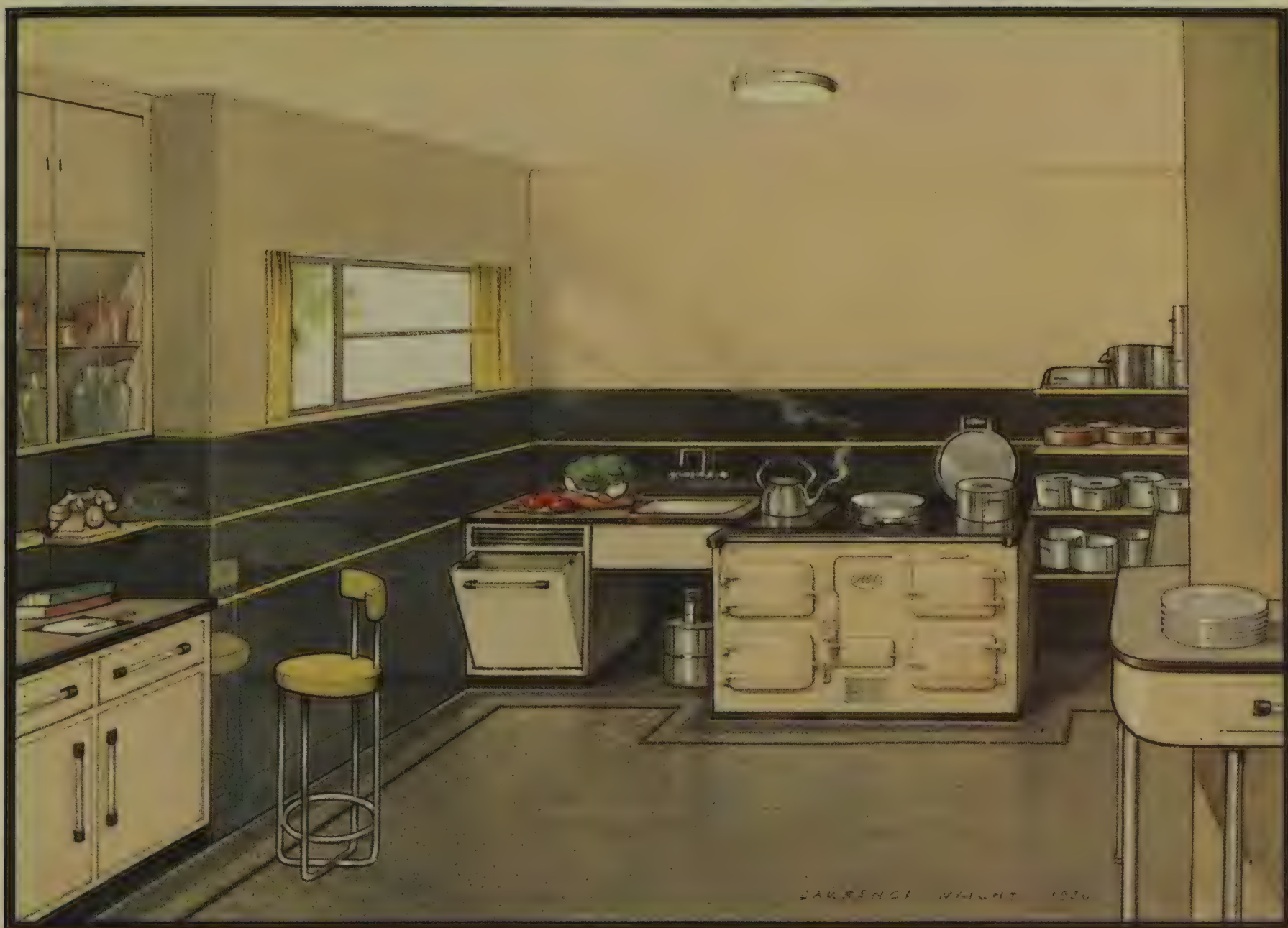
AN UNINTENTIONAL REPRESENTATION OF NOAH'S ARK: A HOUSE PLACED UP ON A BARGE, FOR REMOVAL BY WATER, ADRIFT IN THE PACIFIC.

The extraordinary incident illustrated in this photograph, which comes from Ilwaco, in the State of Washington, U.S.A., on the Pacific coast, is explained as follows: "Above is shown the two-storey house of August Fisher, which was being moved on a barge by water from Ilwaco to South Bend, Washington. The barge broke away from two tugs, and, at the time when it was photographed, was out in the Pacific Ocean. Three days later it was found still drifting, but the house had disappeared."



A NOVEL AND PICTURESQUE JUMP AT A RIDING COMPETITION IN INDIA: AN INCIDENT OF THE IMPERIAL HORSE SHOW AT DELHI.

The above photograph, which has just reached us from India, is described as showing "a competitor clearing a picturesque jump at the Imperial Delhi Horse Show." Although we have no further particulars regarding the event, or the construction of the jump, its novel character and realistic aspect make it worth recording. It is of special interest in view of the approach of another Grand National, and it may perhaps offer suggestions of innovation to those responsible for arranging the course at Aintree for the race.

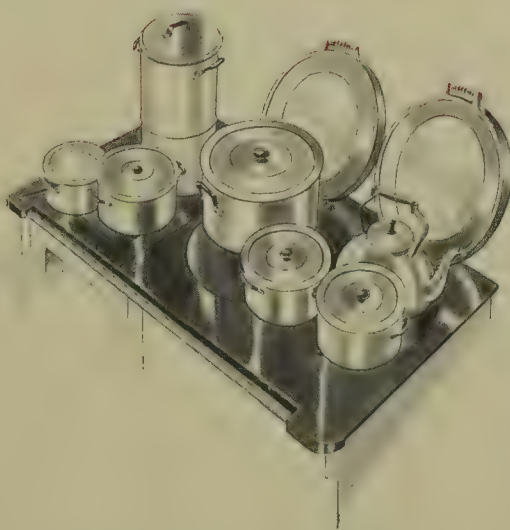


Kitchen design by Mrs. Darcy Braddell.

Drawing by Laurence Wright

The Aga Cooker - the heart of a planned kitchen

This contemporary kitchen has been designed for efficiency and comfort around an entirely new model—the new 1936 'Powered' Aga '82.' This is but one of a great series of new Aga Cookers. It incorporates many new features. With four large ovens—one a special baking oven for bread and cakes—each of which is maintained automatically at an exact and even temperature according to the specific cooking for which it is intended. This Aga provides a greater cooking capacity than any other domestic cooker of any kind. It is always ready for use. It improves cooking. It is more efficient than any other cooker of its kind in the world. And its maximum fuel cost is less than 25/- a quarter (coke), guaranteed. There are Aga models from £35 (ex works) to suit any size or type of household.



This sizeable top has, in addition to a boiling plate and simmering plate, a large hot plate (20" x 15") of polished aluminium. Maintained automatically at a constant temperature, it greatly increases the effective cooking and heating area.

Write for free kitchen plans and the Aga Catalogue.

Here's a cool and collected kitchen designed by Mrs. Darcy Braddell. The small sink beside the cooker is for cook's special convenience. Plenty of cupboards too, a big window and nowhere for dust or dirt to collect. Let this well-known woman designer help you. Write to the address below for the folders which give full details, plans and elevations of these contemporary kitchens. They are free and so is the Aga Book which goes with them. Send for them now.

A G A H E A T L I M I T E D ,
 Proprietors: Allied Ironfounders Ltd.
 11, Orchard House, Orchard Street, W.1.
 Showrooms: 20, North Audley Street, W.1.
 (Just opp. Selfridge's) 'Phone: Mayfair 6131 (6 lines)

Abroad: Aga Heat (Africa) (Pty.) Ltd., Hamilton House, Corner Kerk and Rissik Streets, Johannesburg. Also at the Cape and Durban.
 Bermuda Engineering Co. Ltd., Hamilton, Bermuda. Levin & Co. Ltd., Corner of Featherston and Ballance Streets, Wellington, C.I. New Zealand.

Guaranteed maximum fuel cost less than 25/- a quarter

The word 'AGA' is the Regd. Trade Mark of Aga Heat Ltd.

A NEW FOOD

McVITA

(REGD)

Made entirely from English Wheat

by
McVITIE & PRICE

PER **1/-** PACKET



QUASI-HISTORICAL CHARACTERS: GREAT FIGURES ON THE BORDERLAND OF HISTORY AND LEGEND.

No. 2.—ROBIN HOOD.

By LORD RAGLAN, author of "Jocasta's Crime, an Anthropological Study,"
"The Science of Peace," and "If I Were Dictator."

We continue here the series begun in our last issue and consisting of studies, by Lord Raglan, of celebrated people of the past who hover on the borderland of history and legend. His first essay dealt with Helen of Troy. Here he turns to British tradition with one of its most popular figures.

THE widely accepted story of Robin Hood is that he was a Saxon who fled into Sherwood Forest to escape the tyranny of the Normans, and that he gathered round him a band of other oppressed Saxons and lived a life of chivalrous adventure, robbing the rich and brutal Normans and giving the proceeds to the poor Saxons. The Sheriff of Nottingham waged continual war against the band, but always got the worst of it, and eventually Robin was pardoned by Richard Cœur de Lion, and by him created Earl of Huntingdon. On examining this story the first point that we notice is that none of the characters has a Saxon name. Robin, Wat, and Will are pure Norman-French; Alan is Breton; John is a Biblical name introduced by the Normans, and so on. Real Saxons were called by such names as Godric, Guthlac, Leofwine; but the "Saxons" of the story bear names which no real Saxon ever bore, at any rate so long as there was any distinction between Saxons and Normans.

Next we come to the longbow. Robin and his men are all experts with this weapon, and the "cloth-yard shaft" figures in almost every story. But Sir Ralph Payne-Gallwey tells us that though the Saxons knew the *shortbow* they made little use of it, and that the longbow did not become a popular weapon in England till the reign of Edward I. "In the Assize of Arms, fixed by Henry II. in 1181, bows, whether long or short, are not even alluded to as weapons of the period." And this when Robin Hood is supposed to have been twenty-one!

Friar Tuck is also an anachronism, since the first friars did not land in England till 1224, and the

Earl of Northumberland (1520) kept servants to play the part of Robin Hood, and liveries for them to wear, and King Henry VIII., in 1515, spent May Day in the woods near Greenwich, accompanied by courtiers dressed in green and carrying bows. At Aberdeen, in 1508, it was ordered by the provost and baillies that all persons who were able should be ready with green and yellow raiment, bows and arrows, to go with "Robyne Heyd and Litile Johnne" whenever these should require them.

That Robin Hood was regarded as a sacred personage there can be no doubt. Bishop Latimer told

and Maid Marian is his queen. It seems to have been the custom in every town and village of England and Scotland for a young man and a girl or pretty boy to be dressed in royal costume to play the parts of Robin Hood and Maid Marian at the May Day festival.

The rites at the sixteenth-century May Day festival must have been very different from the original rites, but an analysis of the stories may give us some idea of their purpose and derivation. The stories fall into three classes—stories of single combat, stories of feats with the bow, and tricky stories. To take the first class, Robin Hood fights single combats with Little John, Will Scarlet, Friar Tuck, Arthur-a-Bland, the beggar and the potter. In all of them he is worsted, and in several knocked out. They all seem to be variants of a type story, which goes as follows—Robin Hood is alone in the forest and meets a stranger; after a great deal of boasting, challenging, and, in the older versions, coarse abuse, they fight, and Robin Hood is knocked out. Recovering himself, he blows his horn, and his men, who are close at hand though invisible, rush on, and the stranger is acclaimed a member of the band. In some versions Robin hands his lady over to the victor. The stories are dramatic in form, and suggest a ritual by which the king reigned for one year only, at the end of which he had to fight for his title, if not for his life. Robin Hood, though defeated, remains the leader. This is because the newcomer, having defeated



CONTAINING THE ROOM IN WHICH ROBIN HOOD IS SAID TO HAVE DIED: THE GATEHOUSE OF KIRKLEES PRIORY.

We reproduce here, by courtesy of the Nottingham Public Library, some interesting illustrations from the book of "The Merrie Pageant of Robyn Hode" given a few years ago at Hartshill, near Dewsbury, Yorkshire. Discussing "Robin Hood's Grave" at Kirklees Priory, and the supposed existence of a rival burial-place "at a nunnery in Scotland called Bricklies"—to quote Holinshed—the author suggests that "Bricklies" was merely a mis-spelling of "Kirklees." He thinks that the epitaph, which is in early eighteenth-century lettering and is generally dismissed as spurious, may have been copied then from an earlier and genuine stone. Regarding the Kirklees tradition generally, he writes: "If it is a fabrication, why was not a well-known monastery chosen? The fact that Kirklees Priory, an insignificant and obscure nunnery, became the traditional place of Robin's death, seems to me the very strongest evidence that it is true; in fact, one of the strongest strands of evidence for the historicity of Robin Hood."

Photograph by the "Hickmondwike Herald."



"ROBIN HOOD'S GRAVE" AT KIRKLEES: THE TRADITIONAL BURIAL-PLACE IN YORKSHIRE, AT A RUINED PRIORY NEAR HUDDERSFIELD.

how he came to a church on a holy day and wished to preach, but found the church locked and was told: "We cannot hear you. It is Robin Hood's day." In 1577 the Scottish Parliament requested the King to prohibit plays of "Robin

the man who was Robin Hood, himself becomes Robin Hood.

The second class of stories, the stories of feats with the bow, are probably borrowed from the cognate myth of William Tell, which has a wide distribution in Northern Europe. That William Tell was an historical hero was an article of faith in Switzerland until recent years, but it is now realised that the myth has no historical foundation. Robin Hood does not shoot an apple off his son's head, since in the form which his myth takes he has no son, but this feat is performed by William of Clouesley, whose story gives a variant of the myth. In the Sheriff of Nottingham, however, we may see Gessler—or, rather, the mythical character whom Gessler typifies.

As for the tricky stories, they may be due to a confusion between Robin Hood and Robin Goodfellow. Perhaps the two were never very clearly distinguished.

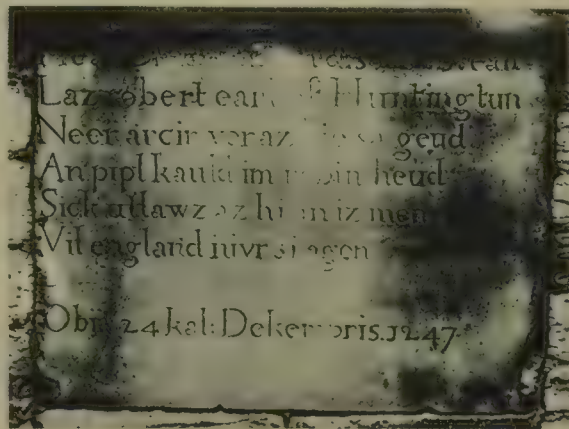
The name Robin, as we have seen, is Norman French, but what is Hood? It has been suggested that a hood was part of his ritual costume, but there seems to be no evidence for this. We first meet Robin in France in the thirteenth century. There he and Marian were characters in the Whitsuntide pastourelles, or rustic plays. He is called "Robin des Bois," and it seems probable that "Robin Hood" is merely a translation of this, "hood" being a dialect form of "wood." It may be asked how a character in drama could have come to be thought of as a real person, but Sherlock Holmes, Sam Weller, and Tess, to name only a few, have almost come to be considered as real persons, and this in a literate age. How much easier, in an illiterate age, for a character whose fame was more widespread even than that of Sherlock Holmes, and who was not merely read of but actually seen by every villager, to be thought of as a real person!



INSCRIBED WITH THE NAME "ROBARD HUDE" (AT LEFT END): THE KIRKLEES GRAVESTONE—A DRAWING OF ABOUT 1665 BY A CERTAIN DR. JOHNSTON.

story that Robin Hood was created Earl of Huntingdon by Richard I. is disproved by the fact that this earldom was held by David of Scotland from 1185 till 1219. The usual dates given for Robin Hood are that he was born in 1160 and died in 1247. Attempts have been made to prove that he lived in the fourteenth century, but it seems that by 1300 his name was already proverbial. His birthplace is given as Locksley, which is variously said to have been in Yorkshire and in Nottinghamshire, though there seems to have been no place of that name in either county. Some say that he died at Kirklees, in Yorkshire, and others, at Bricklies, in Scotland. He is also described as owning hills, caves, wells, and other property in Worcestershire, Lancashire, Derbyshire, Shropshire, and Somerset, as well as in Scotland, where he was as popular as in England.

Who, then, was Robin Hood? The answer is that he was the chief character in a ritual drama. In the fifteenth century, and later, the May Day celebrations were called Robin Hood's Festival, and, in the words of the Dictionary of National Biography, he was "one of the mythical characters whom the populace was fond of personating in the semi-dramatic devices and Morris dances performed at that season." But there is no justification for supposing that Robin Hood was merely the favourite of the populace. Sir John Paston (1473) and the



IDENTIFYING ROBIN HOOD WITH THE EARL OF HUNTINGDON AND GIVING THE YEAR OF HIS DEATH AS 1247: THE EPITAPH ON THE GRAVE AT KIRKLEES.

Hood, King of May" on the Sabbath, and it was not long before the Protestants succeeded in doing away with his festival altogether.

Now what was the May Day festival of which Robin Hood was king? There can be no doubt that it was of pagan origin; that it was, in fact, the spring festival which was theoretically superseded by the Christian Easter. Since it was a pagan festival, we should expect its "king" to be a pagan deity, and we should not be disappointed. We have in Robin Hood a deity particularly associated with spring and vegetation. He is the King of May,

THE BLESSED GODDESS.

BEING AN APPRECIATION OF
"NANDA DEVI": By E. E. SHIPTON.*
 (PUBLISHED BY HODDER AND STOUGHTON.)

THE higher the mountain, the greater the challenge to the insatiable explorers who are determined nowadays to leave none of the world's most formidable peaks unattempted. Mr. Shipton's racy volume is of particular interest at the present time, in view of the proposed expedition which, as everybody knows, is soon to make another assault upon Everest. Mr. Shipton himself is not inexperienced in the important explorations of recent years. He was a member of Mr. F. S. Smythe's Kamet Expedition in 1931, and also of the fourth expedition to Mount Everest in 1933. The present volume is concerned with an undertaking of no less audacity, but on a much less elaborate scale. Indeed, Mr. Shipton several times expresses the opinion that the most successful climbing in the Himalayas can be done with a small and comparatively simple outfit, though his modesty forbids him to add that, in that case, the company, if few, must be exceptionally fit.

It was so in the present instance. It consisted only of five people, two Europeans and three Sherpas. Mr. Shipton's European companion was Mr. H. W. Tilman, who took a busman's holiday by climbing the Himalayas while on leave from Kenya, and had lately ridden across Africa on a second-hand bicycle! The three native porters were named Angharkay, Passang, and Kusang, and this whole volume is a tribute to the remarkable qualities of these porters in endurance, loyalty, and good nature. They were brought from their own remote highlands in Nepal to a wholly unknown country—children of nature who had never seen, much less travelled in, a train, and who had no acquaintance with the city civilisation such as they found in Calcutta. It seems to have left them unimpressed, and they were not really at ease until they had been transported (not without anxieties) to the wilds of Almora and Garhwal. "The more we saw of the Sherpas," writes Mr. Shipton, "the more we grew to like them. Porters all the time, they were also fellow mountaineers and companions, in turn playing the parts of housekeeper, cook, butler, pantryman, valet, interpreter, and, on occasion, entertainer." No task was too severe for them, and nothing could subdue their cheerfulness. They were happiest when they were carrying loads of from fifty to eighty pounds, and, indeed, without a heavy load on their backs their footsteps seemed to become unsteady on the most difficult steep. Their sense of humour was odd and irrepressible. A narrow escape from death they always found irresistibly funny, and nothing amused them more than when a valuable bag of provisions fell over a precipice and scattered itself among the eternal snows. Such a temperament is undoubtedly an aid to mountaineering of the kind described by Mr. Shipton.

The objective of this small but happy band of pilgrims was ambitious. An attempt on Everest and its neighbouring heights always involves political difficulties, which Mr. Shipton and Mr. Tilman wisely avoided by choosing British Garhwal and Almora as their scene of operations. These districts lie almost in the centre of the Himalayan range, and are the only place where the border of British territory marches with that of Tibet. Nanda Devi is the monarch, in this district, among many other superb peaks, and a good many attempts have been made to explore it. The first was as early as 1830, and the most recent hitherto was that of Mr. Rutledge in 1932. Distinguished explorers of different nationalities, including the renowned Dr. Longstaff, have all felt the lure of this great alp. Mr. Shipton was under no illusions about the magnitude of his task. "At first," he writes, "it seemed as if we were flying too high. Here was a mountain whose summit was the highest in the British Empire. For centuries it had inspired worship and propitiatory sacrifice as the 'Blessed Goddess' of Hindu philosophers and scribes. For more than fifty years it had been the inaccessible goal of explorers, who, attracted by the impregnability of its surroundings, had failed in repeated attempts to reach even its foot, the reason being that around the 25,660-foot mountain itself stretched a huge row of peaks, more than thirty of them over 21,000 feet

high, that constituted themselves unrelenting guardians of the great mountain, and defeated any penetration."

Mr. Shipton's expedition, while it could not reach the topmost height itself, penetrated farther than any previous explorers, and did at least stand upon the threshold of the Blessed Goddess's shrine. By a new and daring route, and in spite of every difficulty and many narrow escapes, the party mounted up to the lower buttress of the main peak of Nanda Devi. Mr. Shipton and his companions can claim, with pardonable pride, to have been the first human beings to set foot on the main peak of this majestic fortress of nature. An unforgettable spectacle confronted them. "We saw that the summit we were on, coming down from the main southern ridge of



PEAKS OF THE SOUTHERN RIM OF THE NANDA DEVI BASIN FROM THE "SUNDERDHUNGA COL": GUARDIANS OF THE GREAT MOUNTAIN'S INNER SANCTUARY.

Mr. Shipton recalls that when Mr. Hugh Rutledge (leader of this year's Everest expedition) attempted Nanda Devi, "his plan was to cross a gap at the head of the Sunderdhunga Valley. . . . If the gap could be crossed it must lead into the inner sanctuary of Nanda Devi." Mr. Rutledge himself wrote later: "We were brought up all standing by a sight which almost took our remaining breath away. Six thousand feet of the steepest rock and ice."

Nanda Devi, formed a gigantic glacier cirque. In front of us, across a deep valley, rose a stupendous ice wall, which formed the southern face of the twin peaks. We were too close, and, for all our 18,500 feet, far too low to get anything but a very fore-shortened view of the face, and it was a long while before the colossal scale began to impress itself upon my imagination. The ice wall was fringed on top by a band of rock, forming the actual summits of the twin peaks, and the two-mile ridge connecting them. By now the sun had been shining on this band for some hours, and had already started to dislodge masses of rock, which set up an almost continuous moan, as they hurtled through the air towards us, yet so great was the distance of the peaks above us that throughout the day we did not detect a single visible sign of these avalanches, which must have involved several hundred tons of rock. The whole effect was very uncanny."

Two expeditions were made to Nanda Devi, one in May and one in September, and it is needless to say that, in the second attempt, the party profited by the topographical knowledge which it had gained earlier. It is remarkable, when we read of the complicated equipment for some of the scientific expeditions in the Himalayas, to learn how simply, and at what small expense, Mr. Shipton's party was provided. Not the least surprising feature is the indifference

with which they appear to have treated enormous altitudes, for they were constantly at heights of anything from 18,000 to 21,000 feet. Naturally they suffered, from time to time, from a certain sickness and distress, and also from some unexpected kind of fever which attacked both Mr. Shipton and Mr. Tilman; but they do not appear to have made much of this difficulty, and we read nothing of oxygen apparatus, or of any similar scientific aid. The exhilarating effects of the mountain air seem to have outweighed any inconvenience from rarefied atmosphere, and Mr. Shipton constantly writes of the extraordinary zest and exaltation which the whole party felt, in spite of its constant risks, and of numerous minor accidents. A broken toe, even a broken rib, a blow on the head from a falling stone, and many similar misadventures, were regarded as all in the day's work, and it is a remarkable achievement to have completed the whole adventure without any loss of life or serious injury. Some of the greatest risks which the expedition took were in mountain streams of fierce velocity, which they had to ford on numerous occasions, carrying heavy loads. Climbing up sheer rock faces or snow slopes, with yawning precipices below, were daily incidents to which the party attached no importance. An extraordinary spirit of daring, an unselfish division of labour, and hearty comradeship animated the whole expedition, and made it far more easy to manage than those which are conceived on a more grandiose scale.

So far as Nanda Devi is concerned, Mr. Shipton's final conclusion may be somewhat discouraging to future explorers, for he is of opinion that the crest itself is unclimbable by any human ingenuity. The party, however, did not confine itself to the Blessed Goddess. It also made an extremely interesting excursion in the mountains of the Badrinath-Kedarnath district. This is a locality well known to pilgrims, and teeming with many legends of Hindu mythology, many of which are well described by Mr. Shipton. The great centre of attraction is the source of the Ganges, the waters of which have a peculiar sacred potency, and provide an unchallengeable passport to Paradise. We can well share Mr. Shipton's feelings when he writes: "Drab though the scene was, like the tongue of any glacier, it was impossible to be unmoved at sight of the turbid flood rushing from a black ice cave under the towering wall of ice which marked the end of the Gangotri Glacier, and reflect that here, where it was a bare thirty feet wide, the Ganges began a journey of 1500 miles to the Bay of Bengal, into which it poured

through many mouths, one alone full twenty miles wide. When one further reflected that from sea to source it was regarded with veneration by more than two hundred million human beings who, in life, believe that to bathe in it is to be cleansed from sin, and at death ask no more but that their ashes may be cast upon its waters, one had a combination of stupendous spiritual and physical marvels which could hardly be equalled elsewhere in the world." It is needless to say that Mr. Shipton's party did not follow the ordinary pilgrim route, but discovered new and unexplored ways across the watershed.

This volume is well described by Mr. Hugh Rutledge as an epic of mountaineering exploration, and as a record of "one of the greatest feats in mountaineering history." Not only is its subject-matter intensely interesting in itself, but it has the great advantage of being written with no small literary skill, with an engaging spirit of light-hearted youthfulness, and with a keen appreciation not only of the main task in hand, but of the surrounding circumstances of Indian life and manners, and of unexampled splendours of nature. It has,

in short, imagination, humour, and vivacity, as well as vigour of narrative. It is illustrated by some of the clearest and most beautiful photographs which we have ever seen in a book of the kind, and these alone should be enough to ensure it the number of readers which its merits deserve.



THE GREATEST MOUNTAIN IN THE BRITISH EMPIRE: NANDA DEVI—THE SOUTH SIDE OF THE TWIN PEAKS, WITH ITS "STUPENDOUS ICE-WALL" FORMING THE SOUTHERN FACE.

"Across a deep valley rose a stupendous ice-wall which formed the southern face of the twin peaks. We were too close, and, for all our 18,500 feet, far too low to get anything but a very fore-shortened view of the face, and it was a long while before the colossal scale began to impress itself on my imagination. The ice-wall was fringed on top by a band of rock forming the actual summits of the twin peaks and the two-mile ridge connecting them."

Illustrations reproduced from "Nanda Devi," by E. E. Shipton. With Foreword by Hugh Rutledge. By Courtesy of the Publishers, Messrs. Hodder and Stoughton.

* "Nanda Devi." By E. E. Shipton. With a Foreword by Hugh Rutledge. Illustrated. (Hodder and Stoughton; 1935.)

NEW LIGHT ON THE ZIMBABWE RUINS:

FURTHER EVIDENCE THAT THE STONE BUILDINGS
OF SOUTH AFRICA ARE BANTU WORK.

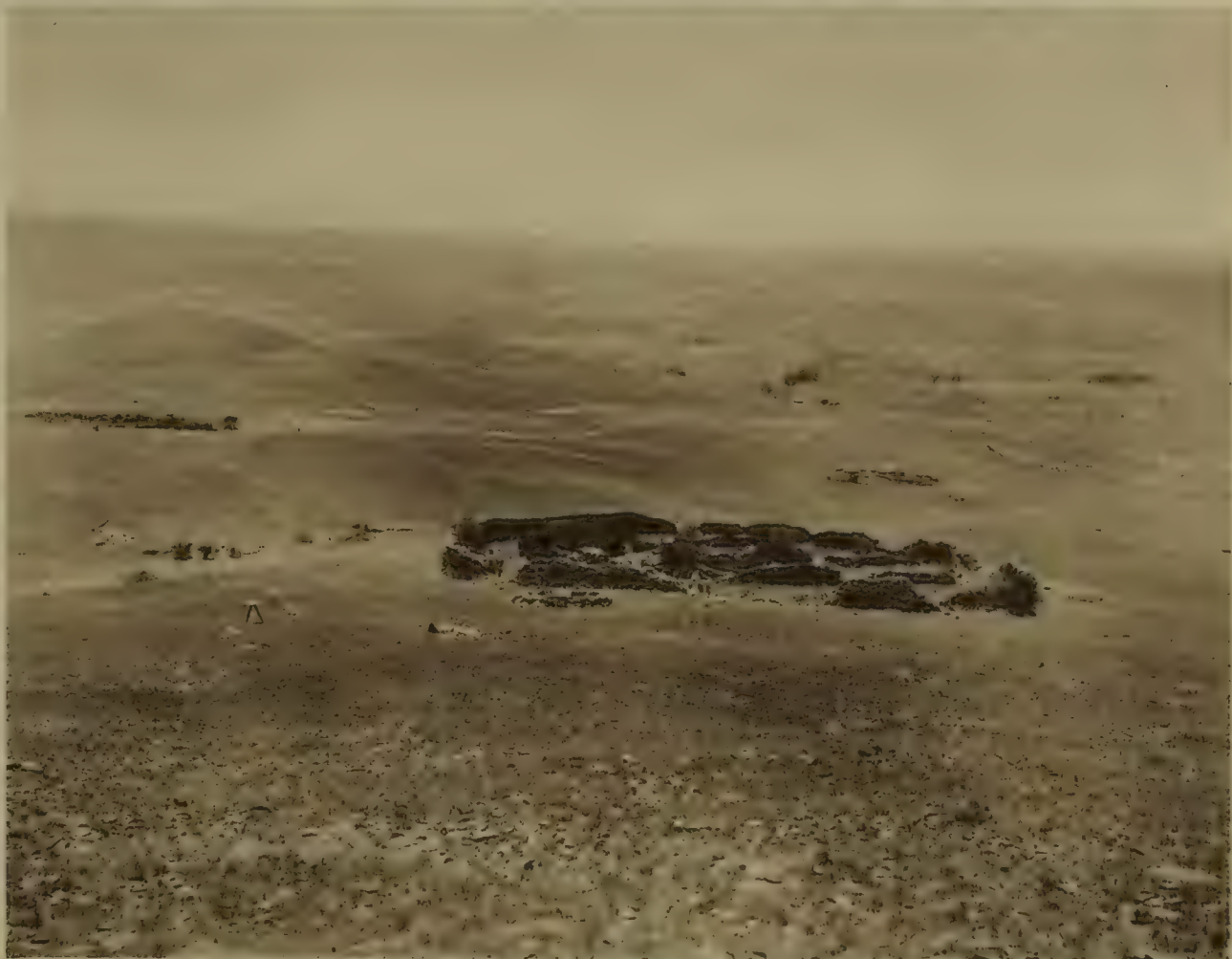
STONE-WALLED AGRICULTURAL TERRACES IN THE LYDENBURG DISTRICT OF THE EASTERN TRANSVAAL: STRUCTURES STILL IN USE BY THE NATIVES, WHO ATTRIBUTE THEM, CERTAINLY WITH JUSTICE, TO THE WORK OF THEIR FOREFATHERS.

THE most remarkable relics of the past in South Africa are undoubtedly the numerous stone ruins found over the greater part of Southern Rhodesia, notably at Great Zimbabwe. The problems of who built these structures, when, and why, have been answered in various ways. The earliest solution given was that foreigners built them—either Arabs, Sumerians, or Phœnicians; but others ascribed the ruins to more or less ancient aborigines. This last explanation was generally doubted, however, because of the belief that the Bantu do and did not build with stone. Recent investigations by the writer in the Western Transvaal have proved this belief to be a fallacy, for numerous Bantu-built stone ruins were encountered there. A few months ago an expedition from the National Museum at Bloemfontein searched for ruins in the Eastern Transvaal. A large number was found. They show a great resemblance with those to the west and south and also with the Zimbabwe ruins. They are built with flat natural stones, which occur here abundantly of a convenient size. The stones were not trimmed in any way and were neatly fitted together without mortar. At Zimbabwe the buildings were made with flat stones broken off from large slabs and therefore having a uniform thickness and more or less vertical sides. They were thus easily fitted together to form even courses of considerable length. The stones were not trimmed. This accidental fitness of the material allowed the Zimbabwe people to build their "temple" wall thirty feet high. The encircling walls of the newly discovered ruins are only about nine or ten feet high; without trimming it was not possible to build them higher. There is, however, no essential difference between the way these walls were built and the Zimbabwe method. In all

[Continued below.]



A STONE HUT WITHIN THE RUIN SHOWN IN OUR CENTRAL PHOTOGRAPH: A RARITY WHICH CONNECTS THE EASTERN TRANSVAAL RUINS WITH THOSE OF THE NORTHERN ORANGE FREE STATE, WHERE STONE HUTS ARE NUMEROUS.

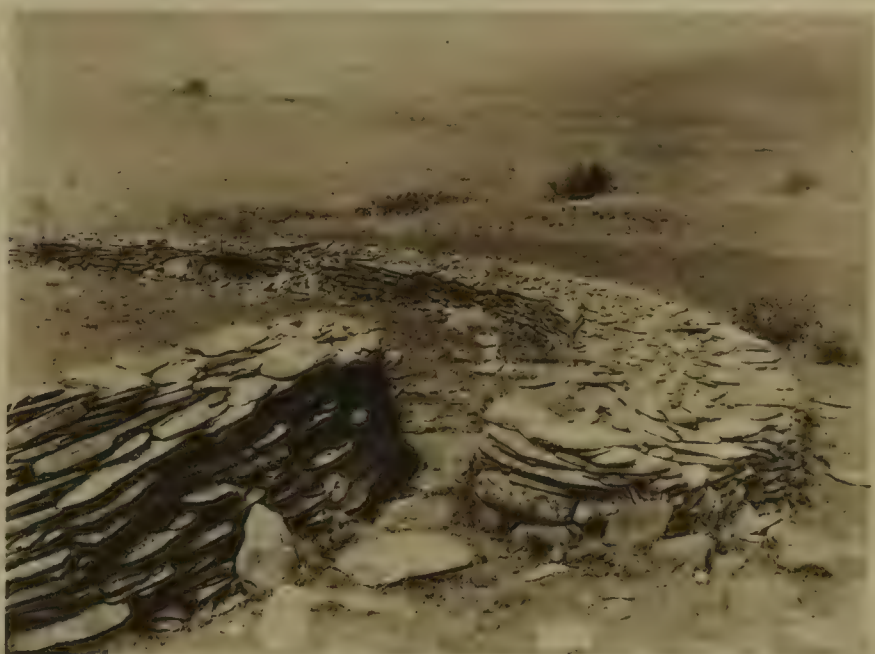


STONE RUINS IN THE LYDENBURG DISTRICT OF THE TRANSVAAL; INCLUDING ONE IN THE LEFT BACKGROUND: A COMPLEX CONSISTING OF A HIGH RING-WALL WITH OTHER BUILDINGS WITHIN ITS PRECINCTS—A SIMILAR GROUND-PLAN TO THAT OF THE SO-CALLED "TEMPLE" OF GREAT ZIMBABWE, REVEALING THEIR COMMON BANTU ORIGIN.



PART OF THE OUTER WALL OF THE RUINS SHOWN ABOVE: FLAT UNTRIMMED STONES FORMING AN ENCLOSING FENCE ABOUT NINE FEET HIGH; AND (CENTRE) THE END OF A DRAINAGE CANAL THROUGH THE WALL.

other essential features, too, the newly found ruins parallel those of Zimbabwe—for example, in the filling of the space between the outer layers with flat stones, loosely packed; in the drainage canals through the walls; in the rounded ends of the walls at entrances; in the paving and steps in the entrances; and in other peculiarities. Similarly, as at Zimbabwe, there are stone-walled agricultural terraces on the surrounding hillsides. These terraces are still cultivated by the natives, who assert that their forefathers built them. The natives live in stone kraals of construction so similar to the ruins that one cannot but accept this assertion. The new ruins, therefore, yield conclusive proof that the Zimbabwe ruins were built by Bantu.—By DR-ING. E. C. N. VAN HOEPEN, M.I., DIRECTOR OF THE NATIONAL MUSEUM, BLOEMFONTEIN.



A CIRCULAR WALL, THE TWO ENDS OF WHICH ARE ROUNDED AND PASS EACH OTHER, FORMING AN ENTRANCE, WHICH IS PAVED: PECULIARITIES POSSESSED ALSO BY THE RUINS OF ZIMBABWE, WHICH DATE FROM THE EARLY MIDDLE AGES.

The World of the Theatre.

By IVOR BROWN.

PLAYS AND PREJUDICE.

TO dramatise world-famous novels is courageous work. Most of the audience arrive with clear pictures in their head; they have their own darling fantasies about the plump and pleasant Mr. A or the demure and dainty Miss B. The adapter, inevitably, will have rather different ideas, and the shock of seeing Mr. A neither so plump nor so pleasant and of discovering Miss B to be almost big and brazen will seriously vex the playgoer. It is much better for the members of the audience to arrive with no preconceptions. To say that a person's mind is a blank is not always a flattering remark, but it describes the right attitude of an audience before the play begins.

We cannot, however, have blank minds about "Pride and Prejudice." We are prejudiced from the start against presentations of Elizabeth or Darcy or Collins which differ from the mental pictures we formed long ago. At the St. James's Theatre, with a version by Miss Helen Jerome, Mr. Gilbert Miller has taken the risk of assaulting all our favourite Austen fancies, and his audacity has been surprisingly justified. The play does not grate upon the teeth; it gratifies both sense and senses. One could take for granted that, with Mr. Rex Whistler to supervise the decoration, the Regency country house, whether of moderate wealth, as at Longbourn, or of state and splendour, as at Rosings, would be a fascinating spectacle, that the uniforms would bravely match gold lace and scarlet tunic with white breeches and the black gleam of tasselled Hessians, and that the

the exposition of Ibsen's doctrine, relentless and formidable champion as he became of Ibsen's attack upon fuddled and muddled idealism, he did rather dangerously prompt the audience to conceive itself as a political assembly, a Fabian group, or a feminist convention. We were there to "sit under" a preacher, and it was a natural deduction for those who had just escaped from the old kind of chapel that there should be no titting in the new kind of church.

immediate point is that "Rosmersholm," whatever its value to the quintessential Ibsenites, is a full and engrossing play for all, a tragedy indeed, but carried on its way by great comic characters.

And so with the rest. How full of comedy is the last act of "A Doll's House," how droll, as well as how dear a simoleon is Hedda Gabler's husband, George, how true to the genius of high comedy are the verbal duels of Hedda and Judge Brack! Even in "The Master Builder," most puzzling, most profound of the middle-period Ibsenite drama, there is plenty of light before the shades of doom and disaster thicken.

It is one particular merit of Miss Lydia Lopokova's vivacious and beautifully stylised performance of Hilda Wangel that she emphasises the humorous reality as well as the fantastic other-worldliness of this amazing representative of the Younger Generation. She is, like the wind, demoniac, a destroyer; she is also, like the breeze, one who can set a ripple on the face of things and summon our smiles. Once and for all we have cleared Ibsen of the charge of being a gloomy, brooding old man whose plays are full of ceremonial top-hats and sadly problematical and talkative elders, with the melancholy hooting of the steamer in the fiord as the musical accompaniment.

At the Criterion Ibsen emerges as a young and vivid dramatist to whom no mood is alien. He should be especially popular with the young, because he was the prophet of so many ideas made familiar by recent psychology. When the plays were being acted at Cambridge, before coming to London, I was glad to discover that those knocking in large numbers at the box-office door were indeed of the younger generation. The promoters had more young and less elderly support than they expected.

It is excellent, therefore, that the young should be introduced to Ibsen unprejudiced by previous notions of his solemn and missionary status. The decoration by Motley is a great



"PRIDE AND PREJUDICE" — JANE AUSTEN'S NOVEL DRAMATISED AT THE ST. JAMES'S THEATRE: MR. BINGLEY (JOHN TEED) AND JANE (DOROTHY HYSON), THE BEAUTY OF THE BENNET FAMILY.

high-waisted young ladies would flutter very gracefully in the set-to-partners and the evolutions of the plot. What one could not so surely foresee was the resemblance of Miss Celia Johnson to one's fondest image of Elizabeth. This performance offered exquisite pleasure. That I should be inclined to argue about the Rev. Collins and Mrs. Bennet is not to assert any critical discontent; my preconceptions were otherwise, and so my prejudice was touched. Mr. Hugh Williams as Darcy keeps his distance very eloquently and Mr. Athole Stewart is an engaging Mr. Bennet. Yes, it has been very nicely done; one must be a very fussy and self-opinionated Austen fancier to oppose one's private notions to the canvas and the conversation piece now to be publicly seen and heard at the St. James's.

Ibsen next. One of the first effects of the Ibsen cycle at the Criterion should be to prompt revised opinions of Scandinavian solemnity. Ibsen has suffered dreadfully and most unfairly in this country from his early supporters and producers, who regarded him as a missionary first and as a theatre-man second. I think that Mr. Shaw is in some degree to blame for this. Invaluable as he was in



THE CAPTIVATING MR. WICKHAM (ANTHONY QUAYLE) VISITS THE BENNET HOUSEHOLD WITH HIS BRIDE, LYDIA (LEUEEN MACGRATH): THE NEWLY-MARRIED PAIR WITH MRS. BENNET (BARBARA EVEREST) (CENTRE).

A dramatic version of Jane Austen's "Pride and Prejudice," by Helen Jerome, began its run at the St. James's Theatre on February 27. A very strong cast includes Athole Stewart as Mr. Bennet and Eva Moore as Lady Catherine de Bourgh. The entire production was designed by Rex Whistler.

Now, fortunately, we are free from that dangerous prejudice. We can go to Ibsen quite as much to be entertained by his comedy as to be uplifted by his message. In all the four plays of the Criterion cycle there is as much to amuse as to instruct—if only people will get rid of the notion

that Ibsen's characters demand our respectful abstention from all mirth and make laughter an equivalent to brawling upon sacred premises. Even amid the black magic of "Rosmersholm" there is the superb ethical pomposity of Schoolmaster Kroll, to which D. A. Clarke-Smith does full justice. Against the solid self-righteousness of the reactionary Kroll is set the sly and slimy self-esteem of the Progressive Mortensgård and the cadging, cozening imposture of Ulrik Brendel. For the two latter characters there are excellent performances by Mr. Wilfrid Grantham and Mr. Walter Piers, both rich in their particular "humours," as an Elizabethan would have called their characters. Certainly the end of "Rosmersholm" is no joke, and I am prepared to admit that even the admirable and moving acting of Miss Jean Forbes-Robertson and Mr. John Laurie cannot make us quite believe in that last journey to the mill-race. But the



THE HERO AND HEROINE OF "PRIDE AND PREJUDICE": MR. DARCY (HUGH WILLIAMS) MAKES HIS UNWELCOME PROPOSAL OF MARRIAGE TO ELIZABETH BENNET (CELIA JOHNSON).

help, and the productions of "A Doll's House," by Michael Orme, well known to readers of this journal, and of the other three pieces by Miss Irene Hentschel have certainly stressed the pictorial value of the late Victorian scene. I am glad to write on this page myself on a series of presentations which would, I am sure, have interested and delighted my predecessor, that fervid Ibsenite, who suffered as well as gloried in his early days for the hard-fought Ibsen cause, the late J. T. Grein.

THE NATION'S NEW ART TREASURE: A GREAT RUBENS LANDSCAPE.

PHOTOGRAPHS BY COURTESY OF THE DIRECTOR OF THE NATIONAL GALLERY.



"THE WATERING PLACE," BY PETER PAUL RUBENS (1577-1640): ONE OF THE FINEST AMONG THE SMALL GROUP OF EARLY LANDSCAPES BY THE GREAT FLEMISH PAINTER, WHICH HAS RECENTLY BEEN ACQUIRED FOR THE NATIONAL GALLERY FROM THE COLLECTION OF THE DUKE OF BUCCLEUCH.



DETAIL OF "THE WATERING PLACE": THE CENTRAL FOREGROUND IN THE NATION'S NEW EXAMPLE OF A MASTER TO WHOM THE ENGLISH SCHOOL OF LANDSCAPE IS DEEPLY INDEBTED.



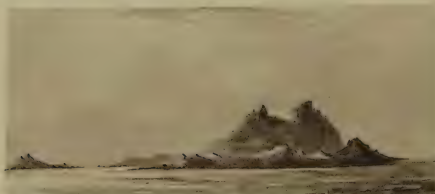
ANOTHER SECTION FROM THE FOREGROUND OF THE NATIONAL GALLERY'S NEW RUBENS: DETAIL OF A WORK BY A PAINTER WHO INFLUENCED THE LANDSCAPE ART OF CONSTABLE AND GAINSBOROUGH.

"The National Gallery," says an official note, "has recently purchased one of Rubens' greatest landscapes—'The Watering Place,' formerly in the collection of the Duke of Buccleuch. It is a large painting on panel, 39 by 53 inches, in an excellent state of preservation. The picture shows Rubens at the height of his powers. The importance of Rubens as a landscape painter can hardly be over-rated, and it is particularly desirable that this side of his art should be well represented in the National Gallery, since the whole English school of

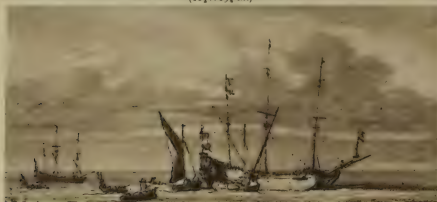
landscape painting is so greatly in his debt. It is easy to see the influence of 'The Watering Place' on the mature style of Gainsborough, and, in fact, Gainsborough mentions the picture with admiration in a letter to Garrick of 1768. It was then in the collection of the Duke of Montagu, from whom it descended to the present Duke of Buccleuch. Previously it was in the Armagnac, Tallard and Peillon collections." Gainsborough portraits of the Duke and Duchess of Montagu are now on view in the Gainsborough Exhibition at 45, Park Lane.

A COMPREHENSIVE EXHIBITION OF WORKS BY MASTERS OF

COPYRIGHTS STRICTLY



"A VIEW OF THE ISLAND OF BOLA"; DRAWN BY JOHN WEBBER, R.A. (c. 1750-1793), WHILE HE WAS VOYAGING WITH CAPTAIN COOK.
(18½×12½ in.)



"TWO DUTCH MEN-OF-WAR AT ANCHOR"; BY WILLIAM VAN DE VELDE THE YOUNGER (1633-1707).
(4×8½ in.)



"DUTCH FISHING BOATS AT A QUAY"; BY RENIER NOOMS (c. 1623-c. 1668), CALLED "THE SEAMAN" (ZERMAN).
(4½×9½ in.)



"LANDING FROM THE DOVER PACKET"; BY P. DE LOUTHÉROURG, R.A. (1740-1812).
(13½×20½ in.)

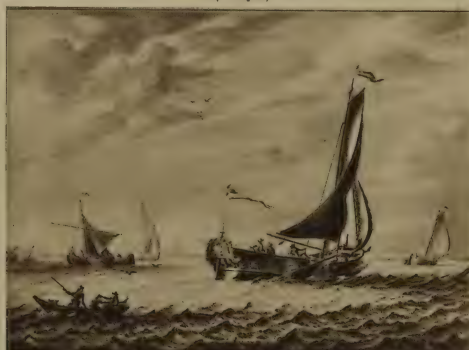
The following description is drawn from Professor Geoffrey Callender's remarkable introduction to the Catalogue of the Loan Exhibition of Maritime Drawings from the collection of Captain Bruce S. Ingram, O.B.E., M.C., now on view at Messrs. Colnaghi's, 144-146, New Bond Street: "The first artist to stand out as especially concerned with the sea is Pieter Breughel the Elder, here represented by an important work, dated 1550, which is the earliest known drawing from his hand. But Breughel . . . cannot probably be regarded as the father of maritime art. This honour belongs rather to Hendrik Cornelisz



"A STUDY FOR A COAST SCENE"; BY WILLIAM VAN DE VELDE THE YOUNGER (5½×7½ in.)



"A ROUGH DAY ON THE RIVER OFF ANTWERP"; THE EARLIEST KNOWN DRAWING BY PIETER BREUGHEL THE ELDER (1525-1569).
(8×11½ in.)

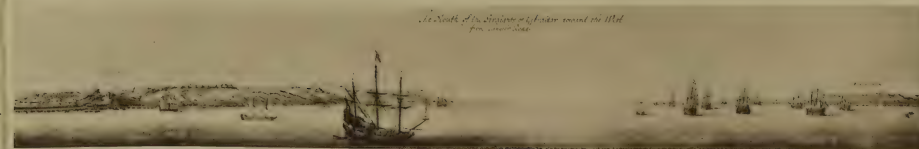


"A DUTCH YACHT PASSING THROUGH A FISHING FLEET"; BY A. VAN SALM (MID-SEVENTEENTH CENTURY). (6½×9 in.)

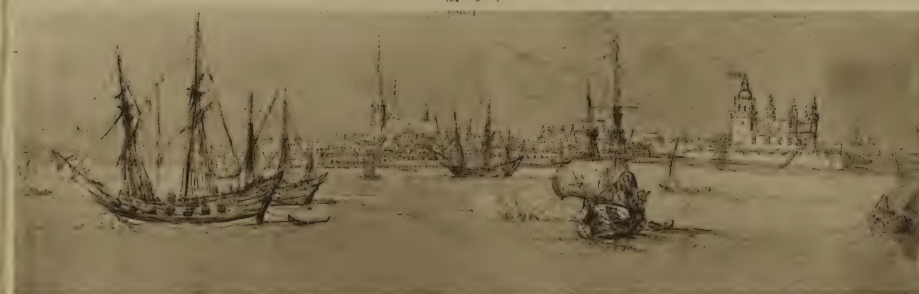
Vroom (1566-1640). Vroom . . . began as a topographical artist, painting views of towns in Holland, France, Spain, and Italy. It is to be noted as characteristic of him . . . that he put his skyline high, and treated his subjects as panoramas. . . . The work of de Vlieger and the two Van de Velde, roughly speaking, initiated the representation of atmosphere, of the sea and its traffic at rest. In addition, the elder Van de Velde set up a standard of technical accuracy which succeeding schools have unconsciously recognised. He began life as a sailor; and, when he turned from seamanship

MARITIME ART: 16TH AND 17TH CENTURY DRAWINGS.

RESERVED.



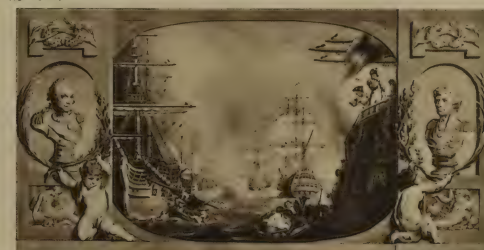
"THE MOUTH OF THE STRAITS OF GIBRALTAR TOWARD THE WEST, FROM TANGIER ROAD"; DRAWN BY WENCESLAUS HOLLAR (1607-1677) IN 1669.
(3½×25 in.)



"A VIEW OF ELSINORE AND KRONBERG CASTLE"; BY HENDRIK CORNELISZ VROOM (c. 1566-1640), WHO MAY BE CONSIDERED AS "THE FATHER OF MARITIME ART."
(4½×15 in.)



"SEASCAPE WITH AN ENGLISH YACHT"; A PEN-WASH DRAWING BY WIGERUS VIERINGA (1657-1721).
(16×19 in.)



A DRAWING IN COMMEMORATION OF THE BATTLE OF COPENHAGEN; BY EDWARD FRANCIS BURNIEY (1760-1848).
(10×16 in.)



"THE DUKE OF YORK (AFTERWARDS JAMES II.) WITH HIS DUCHESS (MARY OF MODENA) ARRIVING AT GRAVESEND IN NOVEMBER 1673"; BY WILLIAM VAN DE VELDE THE ELDER (1611-1693). (13×14½ in.)

to art, he infused into his pictures a passion for the things of the sea in the most minute and meticulous detail. . . . The influence of this art . . . is, incidentally, recorded . . . in the drawing by Salm, who was one of its latest exponents. . . . The drawings of the younger Van de Velde are not so much records of historic incidents, or hard facts, as preparatory studies for the oil paintings which were to follow. It was the father who faithfully recorded the occasion of the Duke of York's landing at Gravesend with Princess Mary of Modena, his second wife, in 1673; whereas it was the son who set down,

with a few flicks of the brush, the movement of the sea and the wind in the sails. . . . English marine art virtually began with the Van de Velde. . . . Indeed, the only names to be mentioned before their advent are those of Wenceslaus Hollar (1607-1677) and his disciples. Hollar was born in Prague. . . . He was brought to this country by the Earl of Arundel in 1637. The whole proceeds of the sale of the very elaborate catalogue (which contains thirty-one reproductions in photogravure of the drawings and Professor Callender's introduction) are to be devoted to King George's Fund for Sailors.



A PAGE FOR COLLECTORS.

MARITIME ART: DRAWINGS BY OLD MASTERS EXHIBITED IN AID OF KING GEORGE'S FUND FOR SAILORS.

By FRANK DAVIS.

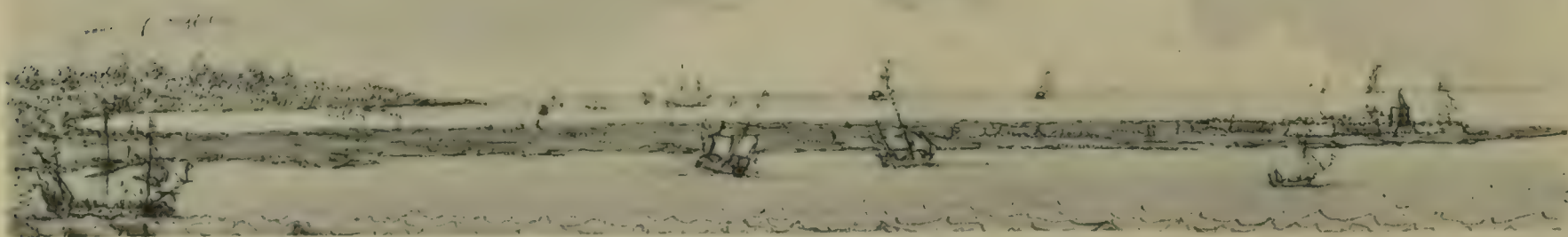
THERE are over eighty drawings in this exhibition at Colnaghi's, in New Bond Street, all chosen from Captain Bruce S. Ingram's collection. Readers of this page hardly need to be informed of the superlative quality of drawings by the Van de Velde,

particularly for fishing, but Time and a great age brought him to his grave."

Like many another man with enough money for his needs, Place was inclined to tire of a particular job as soon as he started on it. Here is an extract from one of his letters: "But I am now sure to want my Libertie, but if things do not hit I know the old word of command to be as you were." Nevertheless, he produced some extremely competent drawings. Captain Ingram owns his sketch-book, and there are four of his sea-pieces in this exhibition. I reproduce two (Figs. 1 and 3) which show him in two moods—

place . . . the king gave him £100 for all the trouble and hazard he run."

The average exhibition of Old Master drawings provides numerous opportunities for people to air their views about attributions; in this case the quidnuncs will find the ground in nearly every case cut from under their feet. The Place drawings, for example, are proved to be by him by reference to the sketch-book, and the majority of the other exhibits are of such a kind as to allow of no dispute. Samuel Scott, for example, has been sufficiently obliging to sign a drawing; without his signature many would



1. "THE RIVER ORWELL WITH LANDGUARD FORT": AN EXCELLENT TOPOGRAPHICAL DRAWING BY FRANCIS PLACE (1647-1728)—IN THE LOAN EXHIBITION OF WORKS BY MASTERS OF MARITIME ART AT MESSRS. COLNAGHI'S (2½ BY 9¼ IN.)

It is interesting to note that this drawing of Landguard Fort has a Gainsborough association. In 1753 Philip Thicknesse was appointed Governor, and not long afterwards met the young painter, whom (according to Thicknesse's own account) he helped to speed upon the road to fame. Place

was a friend of Wenceslaus Hollar, the topographical artist, who is also represented in this exhibition; but according to his own statement he "was never his [Hollar's] disciple nor anybody's else, which was my misfortune."—(Copyrights of all the drawings strictly reserved.)

father and son, of whose work there is a noble array: their contribution is undoubtedly the *clou* of the exhibition, and their influence upon the hundred years that followed is obvious. Of the earlier masters, there is an important drawing by Pieter Breughel the Elder, dated 1550, a beautiful little Vroom

Fig. 3 as a romantic, with a fine nervous line, if a trifle exaggerated; Fig. 1 as a sober, careful topographical draughtsman in the manner of Wenceslaus Hollar. (By the way, this delightful little drawing of Landguard Fort has a Gainsborough association, for in 1753, Philip Thicknesse, that cantankerous

oddity, was appointed Governor of the Fort, and not long afterwards met the young painter, and, according to his own account, was Gainsborough's aider and abettor on the road to fame.) Now, Hollar is represented in the show by two drawings of Tangier, and Place knew Hollar well, and wrote Vertue a long letter about him, from which I take the following extracts. Place says he "was never his [Hollar's] disciple, nor anybody's else, which was my

hesitate to attribute to him so beautiful a piece of work as No. 16: "Two British Flagships Drying Sails in a Calm." This, to my mind, is a good deal better than Scott's work in oils, when he is inclined to be either hard or a rather clumsy echo of Canaletto.

One or two items, notably No. 9, a water-colour of "A Night Action Between Two Frigates" (c. 1800), has so far defied every attempt to tie it down to a particular artist. Otherwise the only matter left for experts to argue about is the perennial problem of the styles of William Van de Velde and his son. The catalogue makes no attempt at a final classification, for the two are so similar, both in their temperament and their professional attitude to their work, that anything but broad generalisations is unconvincing. Finally must be mentioned two delightful little drawings by John Constable, one of which (No. 15), dated Sept. 1, 1815, is oddly reminiscent of Van de Velde.

The charity on whose behalf all these drawings are shown at Messrs. Colnaghi's is as worthy of support as one can imagine, and the illustrated catalogue, with a lengthy and most informative introduction by Professor Callender, Director of the National Maritime Museum at Greenwich, whose knowledge of marine history and art is unequalled, is very cheap at the price of 2s. charged for it. I should add that there is no entrance fee, but that the proceeds from the sale of catalogues go to benefit the Sailors' Fund without any deduction.



2. "SMALL CRAFT IN A ROUGH SEA": BY WILLIAM VAN DE VELDE THE YOUNGER (1633-1707): A SPIRITED DRAWING BY A MASTER HAND WHICH IT IS INTERESTING TO COMPARE WITH THE EQUALLY LIVELY, BUT AMATEUR, WORK OF FRANCIS PLACE REPRODUCED IN FIG. 3. (9½ BY 14½ IN.)

(1566-1640), a view of Elsinore and Kronberg Castle, and a characteristic Bakhuizen, that excellent draughtsman who Professor Callender considers is much underestimated by modern critics. With these, and others, we are dealing with names long familiar to every amateur. There is one man represented in the exhibition who is almost unknown. This is Francis Place, who seems to me to deserve a more extended notice, not because he is to be put in the front rank of marine artists, but because he is that rare phenomenon, an amateur who had contacts with the great (or the near-great) and, at the same time, produced work of his own which can bear comparison with that of his contemporaries. Here is a note about him by that nice old man George Vertue (the English eighteenth-century Vasari).

"This year [1728] dyd at York Francis Place, an Ingenious Gent whose works in painting, drawing and graving, also Metzotint are deservedly esteemed by the curious and lovers of Art. In the latter part of his life, having means enough to live on he passed his time at ease being a sociable and pleasant companion much beloved by the gentry of those parts having in his younger days been a noted sportsman

misfortune." (There speaks the incurable amateur—but it's a charming and revealing remark, none the less.) "He was the most indefatigable man that has been in any age as his works will testify." Finally, "He was sent over by King Charles II. to make designs of the town and mole [of Tangier]. I have I believe 15 or 16 drawings he made of the



3. "A STORM AT SEA": BY FRANCIS PLACE: A DRAWING WHICH MAY BE COMPARED WITH THE VAN DE VELDE SEEN IN FIG. 2; THE DIFFERENCE BETWEEN THE TECHNICAL ABILITY OF THE AMATEUR, PLACE, AND THAT OF THE PROFESSIONAL MARINE ARTIST, VAN DE VELDE, BEING AT ONCE APPARENT. (7½ BY 12½ IN.)



SUPPER FOR MR. DISRAELI

— 20th Nov. 1837 —

"So, after all, there was a division on the Address in Queen Victoria's first Parliament—509 to 20. The division took an hour. I then left the house at ten o'clock, none of us having dined. The tumult and excitement great. I dined, or rather supped, at the Carlton with a large party off oysters, Guinness and broiled bones, and got to bed at half-past twelve o'clock. Thus ended the most remarkable day hitherto of my life."

From a letter written by Disraeli to his sister Sarah. Quoted in Momypenny's Life of Disraeli, Vol. II, p. 7.

GUINNESS AND OYSTERS ARE GOOD FOR YOU

FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

FIXED TRUST DEVELOPMENTS.

PUBLIC opinion in investment circles has lately had its attention called to certain dangers inherent in the Fixed Trust movement, first by the report of a committee appointed to consider the matter by the Stock Exchange, and afterwards by various criticisms by investment experts. These dangers may be boiled down into the obvious fact that any new movement may be put to questionable use if it is seized on by unscrupulous people as a means for exploiting the public. This fact was as apparent to those interested in Fixed Trust promotions (of whom I have the honour to be one) as to anybody else; and all of us who want to see this most useful development, as we believe it to be, conducted along lines that will eliminate these dangers, have welcomed the exposure of them and the suggestions that have been made for their abolition. Two most important steps in this direction have lately been announced. The first was the appointment of a departmental committee by the Board of Trade to inquire into the Fixed Trust movement in all its aspects; and the second was the formation of an association of managers of Fixed Trusts, which has drawn up regulations for their conduct. The departmental committee is strong and well chosen, with Sir Alan Anderson, a director of the Bank of England, in the chair, and a good team behind him; and the regulations adopted by the Association embody and improve on those suggested by the Stock Exchange Committee. If the Board of Trade committee results in legislation which will make them compulsory on all Fixed Trust managers, the investing public will be fully protected against the dangers that the critics of the Fixed Trusts have indicated. If no legislation results, the public can at least know that any Fixed Trusts managed by members of the Association can be relied on to be conducted on lines designed to obviate the dangers to which attention has been called.

THE STOCK EXCHANGE REPORT.

It will be remembered that the committee appointed by the Stock Exchange to deal with the matter acknowledged that the Fixed Trust movement was expanding with great rapidity, and seemed likely to continue to do so; also that it owes its growth to a "genuine public demand for a means by which the comparatively small investor may enter a slightly speculative but clearly defined field of investment with the benefits of a spread risk." The case for the Fixed Trusts could not have been better put—there is, owing to reasons into which I have entered fully in previous articles, a remarkable change in investment fashion in these days. The old idea that fixed-interest prior charge securities are the only kind that prudent investors should consider, has given way to a preference for ordinary shares, holdings of which, if well chosen, have been proved by experiment and examination of past records to be a safer form of security. But any one ordinary share, by itself, inevitably carries an element of risk, owing to changes of demand, new inventions or deterioration in management. Ordinary shares, to provide safety, must be

held in bulk; and this was just what was impossible, except for people with large sums to invest, until the Fixed Trusts came on the scene, giving the public the opportunity, by a purchase of a small or large number of their sub-units, to acquire a holding in a large number of companies, purchased by the Fixed Trust managers and held on behalf of the sub-unit holders by a Trustee, who receives the income and distributes to the sub-unit holders their proportion of it.

What the Stock Exchange committee feared, and with reason, was that "the influence of competition might produce Trusts which would sacrifice stability and probity to the financial appeal of promises which could not stand well-informed examination." Accordingly it proposed certain safeguards, which have been adopted and extended by the Fixed Trust Association. But the Stock Exchange passed on to the Government the job of seeing that these regulations were imposed. For this action it has been criticised, rather unfairly, by those who considered that it ought to

to the temptations and mistakes against which the Stock Exchange committee was rightly anxious to protect the public. Among the regulations that it proposed was, consequently, one that makes it obligatory on Fixed Trusts to employ as Trustee an insurance company or bank. But since further differentiation is necessary, in order to be sure that the Trustee is quite first-rate, the rule of the Association provides that any management company that wants to join it must employ a Trustee approved by the Association.

By its other regulations, chiefly of a technical kind that cannot be discussed here, the Association obliges its members to observe definite rules concerning the method by which the price charged to the public for sub-units is calculated, and by which the income yield on sub-units, when referred to in circulars or advertisements, is arrived at; and to give

information in all circulars concerning the obligation, if any, of the Managers or Trustee with regard to the realisation of sub-units on account of those holders who wish to dispose of them, and concerning the method by which the remuneration of the Trustee and Managers is provided. When "wasting investments" are included among the securities in which the funds are invested, particulars concerning them, must, unless the Council of the Association decides that circumstances make this unnecessary, be given in circulars offering sub-units.

THE FUTURE OF THE MOVEMENT.

By these and other safeguards, the Fixed Trust Association may fairly claim that it has gone a very long way towards meeting criticism and providing for the safety of the public in this new form of investment, which has made such a popular start under highly

favourable conditions. It has enabled a section of the public, to which investment in ordinary shares was too dangerous, owing to the impossibility of spreading the risk sufficiently, to acquire a stake in the industries of their country, and to share the good fortunes which they have lately enjoyed and seem likely to enjoy for some time to come. It is estimated that something like 50 millions have been put into Fixed Trusts since the movement started; and when we compare this figure with that of the amounts invested through the National Savings Certificates, the Building Societies, and the Post Office, it is clear that the Fixed Trust movement has a large field still to cultivate, serving the interests of small and large investors—for to large investors also Fixed Trusts offer certain conveniences. It is sometimes asked: "What will happen when all the sub-unit holders want to sell at once?" But most experienced stockbrokers will tell you that in times of depression and slump it is not the real investing public, for which alone the Fixed Trust movement caters, that sells, but the professional operators and the firms and institutions that have to have liquid cash at such times. And even if the sub-unit holders did all take it into their heads to want cash, they would be in at least as good a position as if they were ordinary investors, all smitten with the same craving.



KING GEORGE OF GREECE OPENING THE FIRST SESSION OF THE NEW GREEK CHAMBER, IN WHICH THE TWO LEADING PARTIES ARE ALMOST EQUALLY REPRESENTED: HIS MAJESTY MAKING HIS SPEECH FROM THE THRONE.

The King of Greece opened the new Chamber at Athens on March 2 with a Speech from the Throne. The Chamber includes 143 anti-Venizelist deputies, while their opponents number 142. There are fifteen Communists. The Chamber met again on March 6 to elect a Speaker. M. Sophoulis, the Liberal leader, was chosen on a second ballot, and he was also selected by the King to form a Cabinet.

have taken action itself; but, as it truly pointed out, its regulations would merely have excluded from recognition by the Stock Exchange such Fixed Trusts as chose to ignore them. What it wanted was that they should be applied to all; and this can only be secured by legislation.

SAFEGUARDS FOR SUB-UNIT HOLDERS.

In the meantime, the Fixed Trusts have met the Government more than half-way by forming the Association already mentioned, and laying down rules by which its members have promised to abide. From the beginning of the movement, the public already was given an important safeguard by the fact that, as shown above, the securities in which its money is invested by the Fixed Trust managers are held on its account by a Trustee, which distributes the income on them. In all cases the existing Trusts have secured, to act as Trustee, one of the leading banks or insurance companies. The legal responsibility of the Trustee is confined to these above-mentioned duties and goes no further; but in fact any bank or insurance company is bound to be careful, before accepting the office of Trustee to a Fixed Trust, to see that the managers are the right kind of people, and that the securities in which the funds are to be invested are of a kind that can be trusted not to involve those who buy the sub-units in losses owing



"KENSITAS* FOR ME EVERY TIME
. . . IT GIVES ME A PLAIN-TIP
SMOKE AND I CAN FORGET ABOUT
MY THROAT"

Dorothy Barnes

The talented English Screen
Actress, a favourite "star"
on both sides of the Atlantic.



The Costlier Tobaccos used in Kensitas (the centre leaves of the finest Virginia tobaccos) together with the Kensitas Private Process assure you a plain-tip cigarette that will not affect, irritate or hurt your throat.

* *Your Throat Protection. Against Irritation... Against Cough*

MOTORING IN THE SPRING: THE START OF THE TOURING SEASON.

By H. THORNTON RUTTER.



A COMFORTABLE WAY OF SEEING THE BEAUTIES OF ENGLAND: A FORD "V-8" (TOURING SALOON "DE LUXE" MODEL) BY THE CATHEDRAL AT SALISBURY.

WITH the advent of spring arrives a period when the British nation as a whole takes a greater interest in touring in motor-vehicles. At no time does our countryside present a more attractive appearance, nor, with the Easter Holidays approaching, does our hard-working population have so good an opportunity to see something of their native land. This season will find our roads in better condition than at this period twelve months ago, as several County Councils and Urban District Councils have improved the highways under their control, assisted by grants from the Road Fund. Among these improvements some narrow bridges have been widened, dangerous corners either straightened or "banked," and several new arterial roads have been opened, with two-way (up-and-down) traffic roads divided by a grass centre zone, with special tracks for cyclists and pedestrians. Therefore, the motorist seeking new places to visit can do so with greater confidence of finding his path made easier for his driving and with less chance of accidents.

It still behoves the tourist to be careful, for while the general registration figures of self-propelled vehicles of all kinds and descriptions only increased about 6 per cent. in the year, there will be some 200,000 extra private cars and commercial waggons using our roads this spring. This has increased the total number of motors licensed to-day to use the highways of Great Britain to 2,600,000 in round figures. There are about 180,000 miles of roads for these motors to travel upon in the United Kingdom, giving an average of fourteen motors on each mile of road. Hence it is well to be careful in one's driving. The chance of unexpectedly meeting other cars in beautiful yet narrow lanes should be borne in mind.

To-day, also, the tourist in Great Britain has to be careful in regard to the speed travelled in view of the many areas in which he must not exceed 30 miles an hour. These occur in what are technically termed "built-up" areas, where the road is lighted with lamps not more than 200 yards apart. The

law states that such districts must have a 30-mile limit sign-post erected at their entrance, and a sign at their terminal point, where unlimited speed is permitted to private cars. I mention this important fact in case any reader may be stopped by the police for exceeding 30 m.p.h. on a lighted road where no 30-m.p.h. sign-post is to be seen at the entrance to such an area. Some local authorities have relied on the lamp-posts as sufficient warning, but this is not the legal warning which, according to the Courts of Justice, they should give.

There was a time when the owner of a motor-car had to make a serious overhaul of its mechanical parts before proceeding on a few days' touring away from home. That is seldom necessary with the modern motor unless it has been standing idle and unused in the garage during the cold-weather months. The most usual precautionary measure to be taken by

the motorist who has used his car during the winter is to see that the anti-freezing mixture in the radiator and cooling circulating system is thoroughly washed out and (if possible) distilled water used

to re-fill the empty radiator and cylinder-wall spaces. Glycerine is the fluid usually added to water in the cooling system to lower the freezing point of the mixture. This is excellent during the cold weather, but is apt to be harmful in milder times. The reason for this is that when glycerine is dissolved in water, it lowers the vapour pressure. As water boils when its vapour pressure becomes equal to that of the atmosphere, it follows that its boiling point is raised. Thus water treated with any anti-freezing compound will not boil until its

temperature is much higher than the ordinary boiling point of water. Motorists often take advantage of this fact when driving their cars over Alpine passes. In these places the altitude itself gives a lower boiling point for water than at sea-level, and to prevent the water in the cooling system boiling away, motorists



AN ARISTOCRATIC CAR IN A SETTING REDOLENT OF OLD TRADITIONS: A ROLLS-ROYCE 20-25 H.P., WITH HOOPER SPORTS SALOON BODY, OUTSIDE A FINE TWELFTH-CENTURY TITHE BARN.

frequently add glycerine or some other anti-freezing agent to it in order to lower its boiling point and so prevent the radiator steaming like a locomotive when climbing such rises. But while this stops the boiling of the water, it is apt to raise the temperature of the cooling circulating fluid in the jackets of the cylinders to 110 degrees Centigrade instead of the usual boiling point of 100 degrees C. The lubrication system may be affected and so cause trouble, if not an actual breakdown through overheated bearings. And the chance of the latter happening if anti-freezing mixtures are not drained from the radiator and water-cooling system of cars being used for spring touring is the reason for my reference to the necessity of performing this service.

If any other preparation is needed for a tour, it is usually the lubrication of the chassis and the door-locks. For this, the simplest method is to drive your car to one or other of the up-to-date service stations and let their staff give the chassis and door-locks a thorough lubrication with their plant for this purpose. Also I suggest that this be done two or three days before you wish to begin a tour of sight-seeing, in order that the garage people may first fill the interstices of the spring leaves with some penetrating oil to break down any rust which has formed between the leaves and prevents their functioning to their best and fullest extent. While the lubrication is being done, it is also advisable to have the pressure of the tyres tested and, if you are loading up the car with more than its usual daily burden, to have the tyres inflated a pound or two higher pressure than normal running. I have presumed that the car is regularly looked after as regards brake adjustments, oil in the sump, back axle and gear-box, and fuel in the petrol tank.

I am very particular to see that the brakes of my car are in their best condition, especially when about to travel on unknown roads. Although most drivers try to control the car by the accelerator pedal, otherwise the throttle, circumstances often make the best helmsman fall back on his brakes. For safety, one needs brakes in their perfect state. But I need not recapitulate the necessity of having all parts of the car in proper working order if one wishes to enjoy a holiday tour. It is equally important to limit the distance any one person drives, as, in these days, the man at the wheel of a car has so much strain placed upon him that he is apt to be more fatigued than formerly. Besides watching the road itself, every driver has to keep his eyes open to notice white lines, 30-m.p.h. limit areas, de-restricting discs,

[Continued on next page]



DEEP IN THE COUNTRY A "FLYING STANDARD 12" AT A PICTURESQUE OLD WARWICKSHIRE HOUSE.

The "Flying Standard 12" is a five-six-seater saloon selling at £259. The designers have succeeded in combining modern streamlining, family-car comfort, and a fine performance.



A CAR FOR THE COUNTRYMAN: A VAUXHALL "LIGHT SIX" OFF THE BEATEN TRACK.

This famous model is fitted with independent front-wheel springing, Vauxhall synchromesh, an easy jacking system, and no-draught ventilation. The buyer has a choice of a 12- or a 14-h.p. engine.

BE SURE YOUR CAR IS MADE IN THE UNITED KINGDOM



The ordinary motorist asks himself a few questions

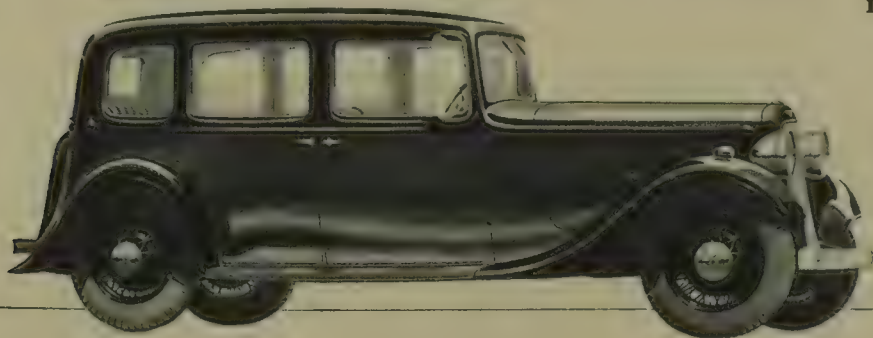
"About time I got a new car, a car that is thoroughly up-to-date. . . . Let's think what I really want it to be like and what I want it to do. Ninety miles an hour? No. It might be a bit of a thrill when one got the chance, but sixty-five is all I'll ever want.

Do I want a good-looking car? Undoubtedly, but what constitutes good looks? I'd rather have a car whose lines people admired by a glance than one which they turned round to stare at. I want the spare wheel enclosed for ease of cleaning. And inside I want real, homely comfort—seats as near as possible to my favourite armchair, plenty of room for my head

and legs, light and airiness and good, broad vision (I can't bear feeling 'boxed-up').

I'm afraid I'm not interested in the mechanical side. I'm an owner-driver not an owner-mechanic. Give me a car, therefore, that's fool-proof and weather-proof and time-proof and one that, by its unfailing dependability and low running costs, keeps me out of repair shops and cuts my garage bills down to the minimum.

I seem to be wanting a lot. But folk who've owned all sorts of makes tell me that there's only one car which is so up-to-date that it meets *all* my requirements—an Austin."



The YORK Saloon with six-cylinder engine of 18 h.p. or 16 h.p. 4-speed gearbox with Synchromesh on top, third and second gears. Deep, comfortable seats upholstered in Vaumol hide. Smith's Jackall Hydraulic Jacks, Dunlop tyres and Triplex glass. PRICE at works: 18 h.p. £328. 16 h.p. £318. Hayes' Self-Selector Transmission £50 extra. For full particulars of all models, write for new catalogue, or call on the nearest Austin Dealer.

READ THE AUSTIN MAGAZINE: 4d. every month.

AUSTIN

YOU BUY A CAR—BUT YOU INVEST IN AN AUSTIN

The Austin Motor Company Limited, Birmingham and 479 Oxford Street, London.

London Service Depots: 12, 16 & 20 h.p. Holland Park, W.11.

7 & 10 h.p. North Row, W.1.

Export Department: Birmingham.

(Continued.)

coloured traffic lights, wandering pedestrians both on and off footpaths, cyclists, police control cars, as well as animals, such as dogs with suicidal tendencies. It is wiser to have a relief driver on the car to share the wheel and to reduce the mileage driven without a rest. In fact, I have heard many experienced drivers state that it is more fatiguing to drive a car 100 miles to-day under present regulations than double that distance before the restricted areas and traffic signals were instituted.

As a matter of fact, writing from personal knowledge, I find that, as long as one does not set out with too fixed a time-table, nor too long distances between halts, the car of to-day is far less tiring to drive than that of even ten years ago. The present easy-changing gear-box, the lighter steering and better acceleration are factors which permit of making high road-speed averages if you are in a hurry, and lessen the fatigue of driving if you are not. On the other hand, the police are somewhat troublesome to motorists who show dirty and unreadable number-plates.

The R.A.C. Rally at Torquay, March 24-28, has attracted an entry of 317 cars. A large proportion of these are to be driven by private owners and their friends; many women who have entered this holiday competition will drive in it. In this Rally, the competitors start from nine places, and have to drive

Usually in these R.A.C. Rallies the competitors have had to start in the late afternoon or evening. This year the first car from Blackpool will be despatched at 3.37 p.m., followed by the others at a two-minute interval, *en route* for Glasgow, then Scarborough, Yarmouth, Leamington to Torquay. The Bristol motorists are despatched at 3.57 p.m., and proceed to Blackpool, Glasgow, Harrogate and

various places where they are scheduled to arrive on Wednesday, March 25.

Although the B.B.C. broadcasts a terrifying list of accidents weekly, in actual fact the roads in England to-day see a diminishing percentage of crashes per cars using the highways. Moreover, if one takes into consideration the greater mileage travelled by motor-vehicles each year, the reduction in accidents is even

more remarkable. Every year the Royal Automobile Club issues an analysis of the causes of breakdowns in motor-cars, compiled from the actual service that the Club's officials have rendered to members on the "Get-You-Home" vouchers issued to them. This service, by the way, provides a free relief car for use of members in the event of a breakdown or accident occurring whilst they are on the road. In 1935 the number of cases dealt with was 13,203, an increase of 963 over the total for 1934. Yet the help given by reason of accidents shows in the analysis a reduction from 10.3 per cent. in 1934, to 9.4 per cent. for 1935, the lowest percentage yet recorded in these annual statements. I believe

this 1 per cent. reduction will be continued, and still less percentage of accidents will be recorded for 1936, because cars have much improved in their brakes, the general standard of driving is higher, and motorists are paying to have their cars maintained in good order in place of trying

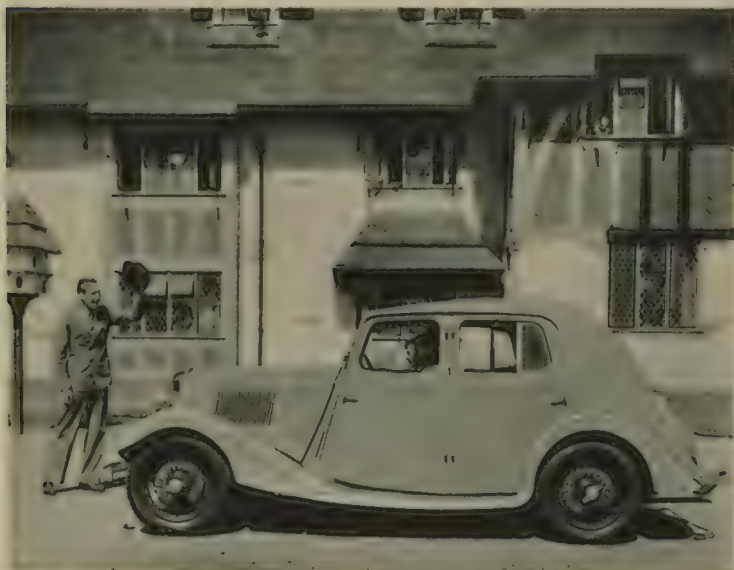


A MOTORIST HALTS TO ENJOY A FINE VIEW OF THE SEA FROM THE SOUTH DOWNS: A TWO-SEATER SPORTS M.G. "MAGNETTE," WITH ITS OWNER, ABOVE FOLKESTONE HARBOUR.

London, thence to Torquay. From Buxton the cars will be despatched at 3.47 p.m., to go north to Glasgow, and then south-east to Harrogate and Yarmouth, thence to Leamington, before taking the western trail to Torquay.

As for those motorists starting from Glasgow at 3.12 p.m., they come southwards to Harrogate and Yarmouth, then take an east to west route to Llandrindod Wells and back to London, before going to Torquay. Those motorists making Harrogate their starting-point are despatched at two-minute intervals from 3.57 p.m., and go north to Glasgow, back to Blackpool, then across country to Yarmouth, return to the Midlands at Leamington, and then proceed to Torquay. The Leamington starters are also sent off early at 3.17 p.m., *en route* for Scarborough, Glasgow, Blackpool, London, for Torquay; while the London entrants start at 3.27 p.m. for Llandrindod Wells, Blackpool, Scarborough, Yarmouth to Torquay, a veritable tour of pleasure resorts. And that is one of the objects of these R.A.C. Rallies—to encourage motorists to revisit later the places whose beauty and interesting features the Rally does not permit them time to see sufficiently. The Newcastle-on-Tyne motorists go to Torquay

via Glasgow, Harrogate, Yarmouth and Llandrindod Wells; while Yarmouth starters proceed to Harrogate, Glasgow, Blackpool, London to Torquay, both being early despatched at 3.7 p.m. and 3.12 p.m., as all other competitors, on March 24. Consequently, visitors to and inhabitants of these various towns will have ample time to see the cars parade before tea-time before they start. Also, I have given the routes so that those interested may see their friends among the competitors at the



THE RILEY 1½-LITRE "FALCON" SALOON: A POPULAR MODEL WHICH COMBINES A HIGH PERFORMANCE WITH COMFORT AND GOOD LOOKS.

about 1000 miles to Torquay at an average speed of 24 miles an hour, including the time spent in rest and replenishment for the car and its occupants. This year, the open car is in the majority. This is because it is capable of being manoeuvred more easily in the final eliminating test, where an open view to the rear adds to the ease and sureness of reversing in very restricted areas at speed. London is the most favoured starting point, with 76 cars, followed by Bristol with 61 entries, Buxton 35, Leamington 34, Yarmouth 31, Blackpool 24, Glasgow 21, Harrogate 20, and Newcastle-on-Tyne 15. Practically every British make of car is entered, as well as several foreign ones. The sports car vies with the limousine and saloon on the road as regards regularity in keeping to the average speed schedule required of every competitor.

For the eliminating test, which takes place after the cars have arrived at Torquay, the competitors are divided into eight classes or groups, according to the horse-power rating of the cars. Group 1 is for open cars up to 8 h.p.; Group 2 for closed cars up to 8 h.p.; Group 3 open cars over 8 h.p. and up to 14 h.p.; Group 4, closed cars over 8 h.p. and up to 14 h.p.; Group 5, open cars over 14 h.p. and up to 20 h.p.; Group 6, closed cars, similar to Group 5 as regards h.p.; Group 7, open cars over 20 h.p.; and Group 8 for closed cars over 20 h.p.



A BRITISH CAR THAT HAS PENETRATED INTO THE HEART OF MYSTERIOUS AFRICA: A MORRIS "TWENTY-FIVE" AND A VEILED TOWAREG WARRIOR IN THE HOGGAR MOUNTAINS.



A SPLENDID CAR FOR SPRING MOTORING: THE NEW AUSTIN TEN-FOUR "SHERBORNE" SALOON.

to do this themselves. This latter fact is largely due to the greatly improved equipment and practical service of the modern garage and service station. Machines now perform the functions formerly done by manual labour, with beneficial results to the car and its owner. The car is really thoroughly valeted, and this costs the owner less money, as the work is done so much quicker that the car is able to come back into service sooner than under the old conditions before mechanical washers, forcing lubrication pumps, and elevating inspection tables were to be found in motor-service premises.

To-day fresh batteries are supplied while those on the car are being cleaned and re-charged for their annual boosting for the touring season. It is always advisable to have this done once a year even if the dynamo on the car keeps them well charged. Also, now that so many service stations have elevated hydraulic lift platforms, the fitters can more easily tighten wheel-nuts, chassis-bolts, and such small items that were seldom looked after until something happened to draw attention to the fact that they needed adjustment. Then it was often too late.

Naturally, every motorist must decide the amount of valeting which his car needs as this depends upon the mileage travelled. Yet, at this period of the year, most owners are willing to give their iron "steeds" an extra grooming, so as to be trouble-free for the

[Continued overleaf.]

ROLLS-ROYCE

The Best Car in the World



ROLLS-ROYCE LTD. 14-15 CONDUIT ST. LONDON W.1. MAYFAIR 6201

BUY A CAR MADE IN THE UNITED KINGDOM

Masterpieces of Craftsmanship

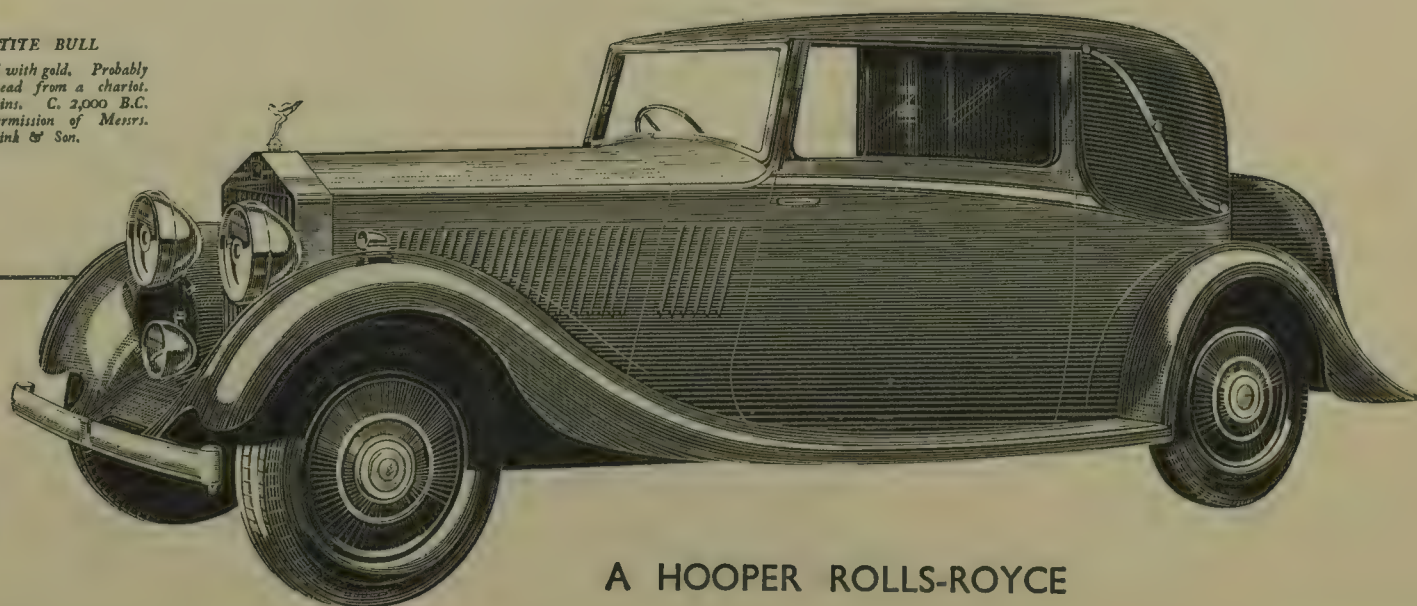
HOOPER & CO. HAVE HAD THE HONOUR TO SUPPLY CARRIAGES AND MOTOR-CARS TO THE ROYAL FAMILY CONTINUOUSLY FOR MORE THAN A CENTURY.

HOOPER & CO (COACHBUILDERS) LTD

54 ST. JAMES'S STREET, PICCADILLY, LONDON, S.W.1



HITTITE BULL
Silver inlaid with gold. Probably the figure-head from a chariot. Height 6½ ins. C. 2,000 B.C. By kind permission of Messrs. Spink & Son.



A HOOPER ROLLS-ROYCE



(Continued.)

next six months. What owner would begrudge paying for a thorough lubrication to include all chassis nipples, spray all springs, lubricate clutch-withdrawal bearings, drain, flush-out and refill gear-box, drain, flush-out and refill back-axle casing;



A POPULAR BRITISH CAR IN SOUTH AFRICA: A ROVER "FOURTEEN" SALOON ON THE FERRY CROSSING THE UMZIMVUBU RIVER, IN THE CAPE PROVINCE.

lubricate all wheel-bearings; drain engine sump and refill with oil; grease battery terminals, and re-top them with distilled water (if required), when the cost of such a service does not exceed ten shillings—the usual charge made by up-to-date service stations.

I do not mention brake-adjustment, in this list of necessary service, as brakes should always be kept

in proper trim, even if this requires daily attention. Neither do I refer to tyre-inflation pressures, as these should be tested every day or every other day, to be sure that each pair of wheels is of the same pressure, and the correct one for the load, in order to abolish the chance of skidding by unequal inflation. A large percentage of apparently unaccountable skids are caused by unequal inflation of tyres.

Shock-absorbers should also be adjusted or, at any rate, inspected, to see that they are correctly tensioned. Few owners seem to trouble to have the carburetter given an extra clean and its filter cleared of accumulated dust, as cars now start so easily. Yet this should be included in the instructions to the service manager when the car has its spring-cleaning. Also see that the door-locks and hinges are lubricated so that the doors shut easily and quietly.

One of the reasons that have popularised the choice of Lockheed hydraulic brakes, now fitted by the great majority of motor-car manufacturers on their products, is that their oil-pressure evens up the action of brake-shoes which are only needing a slight adjustment. But owners of cars frequently forget to give instructions to have the master Lockheed oil-tank topped up in this general valeting, which is a very necessary operation. The rocker-arm of the distributor requires a couple of drops of oil once or twice a year; but because the interval is long it is frequently forgotten altogether. Hence I suggest that it be done with the spring-cleaning.

Our 1936 cars are fitted with hydraulic jacks or mechanical permanent jacks on the chassis. These will require a certain amount of lubrication and attention after a time, and the hydraulic-acting variety

will require the oil-tank to be "topped." That adds a further item to the list of details of a car which require some servicing, even if at long intervals of time. In order to save labour if one has to change a wheel at any time owing to a puncture, it is better to include a special instruction that in the overhaul all wheels should be dismantled and hubs well greased to make them easily removable. Dunlop tyres last so many thousand miles more than other tyres did some years ago that the average motorist is surprised when a puncture does happen occasionally. The consequence is that cars are washed many times without the wheels being removed, so it is quite possible for the bolts and hubs to become somewhat stiff, if not tightly rusted. This makes the removal of a wheel a matter of difficulty instead of ease.

[Continued overleaf.]

A CAR THAT RECOMMENDS ITSELF TO THE TOWN-DWELLER: THE NEW HILLMAN "SIXTEEN"; ROOMY, OF IMPOSING APPEARANCE, AND CAPABLE OF A VERY GOOD PERFORMANCE.

The new Hillman "sixteen" is a very roomy six-cylinder car. The model illustrated has a 16.9-h.p. engine. There is also the "Hawk," a 21-h.p. car of similar general specification.

My Lady's Limousine

Here is LIMOUSINE LUXURY in its most modern and distinctive form. The new ALVIS "Crested Eagle" Limousine with "BALANCED SUSPENSION" (perfect balance, and complete immunity from side roll and sway). Price £900. We shall be happy to place a car at your disposal for demonstration. Catalogue post free.

ALVIS CAR & ENGINEERING COMPANY, LTD., COVENTRY.

London Service Station: Gt. West Rd., Brentford.
Distributors for London and Home Counties:
Charles Follett Ltd., 18, Berkeley Street, W.1.



Norman Parkinson, Photograph

People are noticing it



There's a quiet dignity about the Adelphi that sets it apart from the usual run. With that uncanny aptitude for producing a car that is "right," Riley engineers have once again produced a design that will attract the motorist from the ranks of car-users. Here is a real five-seater with open car vision and true Riley performance. Indeed, the finest all-purpose Riley that has ever been built!

ADELPHI

RILEY 6-LIGHT 5-SEATER "ADELPHI" COACHBUILT SALOON. 1½ Litre (Tax £9 0 0) £350. 6-cyl. 15 h.p. (Tax £11 5 0) £380. Other Riley models from £269. Triplex Glass and Dunlop Tyres. Riley (Coventry) Limited, Coventry

"SPECIAL RESERVE"
Scotland's Choicest
Standard Blend

Crawford's
Established 1860
Special Reserve
Blended
Old Scotch Whisky
A. & A. Crawford
Leith, Scotland.
PRODUCE OF SCOTLAND

Crawford's
Five Star
Old Liqueur
Scotch Whisky
A. & A. Crawford
Leith, Scotland.
PRODUCE OF SCOTLAND

A gleam of pale amber....
slowly raise it to your lips
....sip itcaress it with
your tongue...feel its glowing
warmth tingle through
your body. You will regard
Crawford's with great respect
....the respect that is due
to A GOOD OLD AGE!

★★★★★
FIVE STAR
OLD LIQUEUR
For very Special
Occasions

A. & A. CRAWFORD — LEITH, SCOTLAND.
London Office:— 24-26, Monument Street, E.C.3.

Continued.

While on the topic of spring touring I should mention that, though robberies from cars are not frequent, there have been several cases recently of owners having petrol-filler caps and spare wheels stolen from their cars when parked in quiet places where no attendant is in charge. It is advisable, therefore, to see that the spare wheel is securely fastened and locked on its supports or inside the rear locker when carried in the tail. I know that one can buy the Ivano cap with a lock and key at all Ford dealers to fit the fuel-tank of this make of car, and tank-filler caps to fit American cars, but I do not know of any such device for British cars, unless the filler-cap happens to be the same size as for the cars mentioned above. A common size available is 2½ in.-diameter tube, and it is well worth the 6s. 6d. which it costs. Also it is advisable to lock the saloon doors when the car is left by itself if its occupants are going to be some time away from it.

In conclusion, let me add a word or two in regard to comfort. Unless the passengers in the rear seats of a car have the nape of the neck and the back of

the head well supported by a soft cushion or bolster, they are sure to suffer from headaches on a long journey. Also, although cars are better ventilated today, unless the whole of the flooring both in front and in the rear compartments of saloon cars is sealed by a rubber mat underneath the carpet or floor-mats, carbon monoxide will penetrate inside and cause sleepiness and headaches from its diluted poisonous qualities. See also that the gear-lever and brake-slots are covered in by gaiters. Then, by using the outside louvres fitted to the windows, it is possible to keep the air inside the car fresh and clean as well as free from serious draughts. If the driver has his window down slightly, only open the rear window on his side, to avoid cross-draughts.

As the weather prophets are hopeful that this country is to have a full share of fine weather this spring-time, motorists have every reason to expect most enjoyable tours on their cars, whether new or old.



A NOTABLE BENTLEY: ONE OF THE NEW 3½-LITRE MODELS WITH A SPECIAL FOURSOME SEDANCA FOLDING-HEAD COUPÉ BUILT BY THRUPP AND MABERLY, TO THE ORDER OF JACK BARCLAY, LTD., OF GEORGE STREET, HANOVER SQUARE.

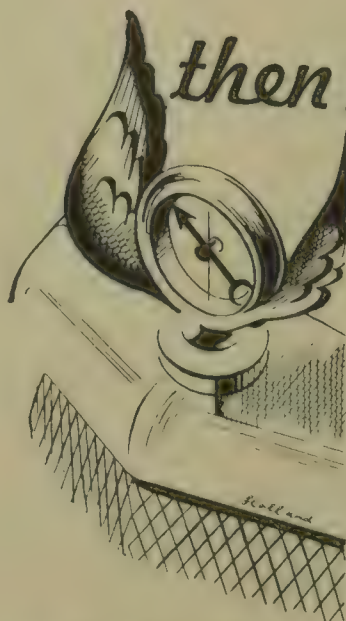


SPRING IN LONDON: AN ALVIS "CRESTED EAGLE" LIMOUSINE IN HYDE PARK.

Sir Josiah Stamp, chairman of the London Midland and Scottish Railway, recently announced that their Hotels Department had agreed to provide a de luxe restaurant at the forthcoming Empire Exhibition at Johannesburg, which is due to open in September 1936. The authorities were anxious to have a typical first-class European restaurant as part of the amenities of the Exhibition, and, following upon wide enquiries among various hotel interests, the L.M.S. Hotel Group were able successfully to fulfil their requirements. The present plans are that this de luxe restaurant will take the form

proposed to transport the key staff of the restaurant, numbering some fifty, to Johannesburg. The Empire Exhibition at Johannesburg gives every promise of being a second "Wembley." The site is over 100 acres in extent, and is only a mile from the centre of the city. The keynote of the Exhibition will be the progress of South Africa and of the Empire during the past fifty years, and it is expected that the majority of the countries forming the British Empire will be represented. The United Kingdom will have a Pavilion organised by the Department of Overseas Trade. The Exhibition will include eight industrial sections, bands, firework displays and an amusement park. It is interesting to note that this is the first time that a British hotel organisation will be responsible for catering arrangements at an Empire Exhibition overseas.

Pinking makes me boil!



then change to "BP" Ethyl

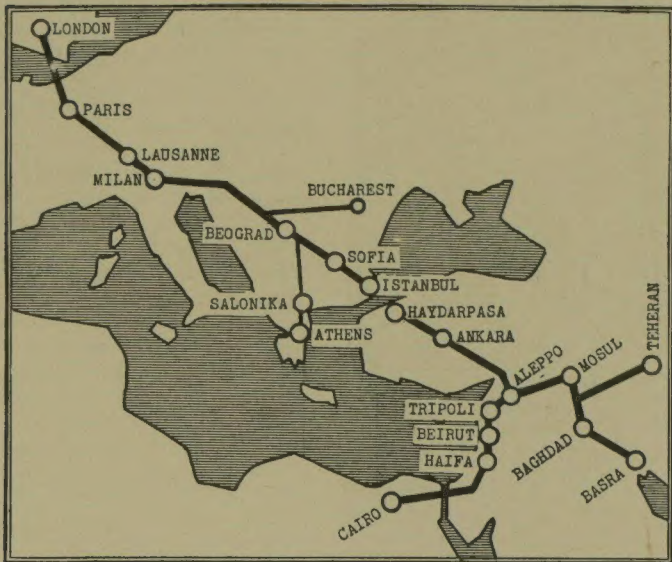


You can stop pinking, or knocking, by using "BP" Ethyl: the result will be better all round performance, especially in traffic and on hills. Pinking, or knocking, is not so much an evil in itself as a symptom, a warning that your engine is being starved: neglected it leads to immediate loss of power and eventually to overheating and breakdown.

'BP' ETHYL Banishes Pinking

SIMPLON ORIENT-EXPRESS TAURUS EXPRESS

Trains composed entirely of 1st and 2nd Class Sleeping and Dining Cars



Return tickets at reduced rates
Considerable reductions for
parties of eight passengers

Packets of Merchandise can be forwarded by these trains

APPLY TO ANY OFFICE OF:

COOK/WAGONS=LITS

WHEN BLOOD PRESSURE MENACES YOUR ARTERIES

From Doctor D. Quignon
of the Faculty of Medicine, Paris.

IF YOU are predisposed to headaches, dizziness, palpitation, breathlessness, or other symptoms of high blood pressure and hardened arteries, make a practice of drinking alkaline water (similar to that provided at such famous spas as Vichy, Carlsbad, Aix-les-Bains, Marienbad and others) to eliminate artery-hardening impurities, stimulate liver, flush kidneys and preserve the alkalinity of the blood.

This is achieved by dissolving a level teaspoonful of 'Alkia Saltrates' in warm water. 'Alkia Saltrates' (which reproduces the active curative principles of seven famous alkaline springs) is quickly absorbed into the blood so that impurities and uric acid are held in solution and finally expelled from the system instead of depositing in the tissues and causing hardened arteries (with consequent high blood pressure), rheumatism and premature old age.

Any chemist can supply 'Alkia Saltrates' for 3/3, and a short course of this scientific treatment provides the best and strongest solvent of artery-hardening deposits and those other impurities which cause the ills of middle age.



You will be Proud
to own an A.C.—

**A BRITISH
THOROUGHbred
CAR**

A.C. (Acedes) CARS LTD.

107, Park Lane, London, W.1. 'Phone Mayfair 3638

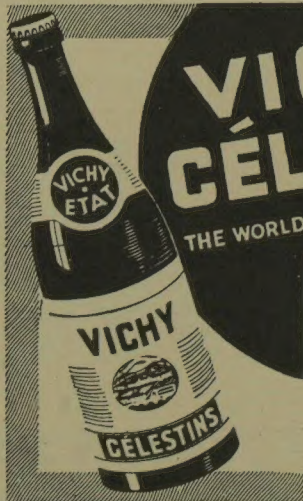
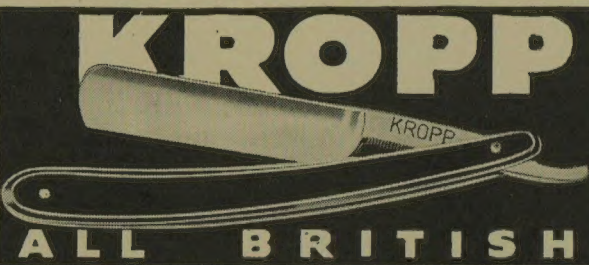
Why ³ YOU should use a

Because it means **QUICK** Shaving

"Quick" is the word when every morning minute counts. Every stroke with a KROPP razor is clean, smooth, complete. No stubble left in the course. No retracing the steps. And no fuss in cleaning up. Just a straight wipe and a strop and your Kropp is tuned up for tomorrow. The Kropp is HAND-FORGED from the finest Sheffield steel. Lasts a lifetime. Never needs grinding.

OSBORNE GARRETT & CO., LTD., LONDON, W.1

In case, Black handle 10/6
Ivory Handle 18/-
From Hairdressers
Cutlers, Stores, &c.
Try the new Kropp Bakelite Shaving Stick. Price 1/3. Also Kropp Shaving Cream, 1/3 per large tube.
Copy of Shaver's Kit Booklet No. 162, free on request.



VICHY- CÉLESTINS

THE WORLD-RENOVED NATURAL
MINERAL WATER

RHEUMATISM

VICHY-CÉLESTINS is Nature's own antidote for warding off the pains and penalties of Rheumatism. Drink it regularly at meals, and at any other time. Obtainable everywhere.

● CAUTION.—See that the label on the bottle bears the name of the Sole Wholesale Agents:
INGRAM & ROYLE LTD.,
Bangor Wharf, 45, Belvedere Road, London.

SAVE YOUR HAIR

There is no single panacea that can be effective in the cure of all hair diseases; just as no single medicine can cure all ills to which the flesh is heir. When the hair falls to excess, or turns prematurely grey, the cause must be sought in local or constitutional conditions—e.g., anaemia, nerve-debility, or excess of uric acid, attenuation of the scalp-membrane, a weakened scalp circulation, malnutrition of the hair-fibre, inelasticity of the scalp-skin, congestion of the hair-follicle by scurf, &c., &c. These conditions can be accurately detected by a microscopic and chemical examination of the hairs themselves; and, when detected, suitable remedial measures can be advocated. I have for years made a close study of these methods of examination, the usual charge for which is 5/-. I will, however, for a very limited period, examine free of charge, hair specimens sent to me, and will report on same and suggest the correct remedy. Send a small cutting and some recent combings to Professor Harley Parker (Test Dept. F), 117, St. George's Road, Belgravia, London, S.W.1. You must also state how long the conditions complained of have existed. This is very important.

N.B.—Professor Harley Parker is the author of "The Human Hair: Why it falls off, or turns grey, and the Remedy," "Scalp and Facial Massage," "Uric Acid and the Hair," "The Hair and the Nervous System," "Alopecia Areata," "Anaemia and the Hair," "Beauty's Quest," "The Lady's Toilet Table," &c.

Consultations.

'Phone, Vic. 2215.

VOLTAIRE FROM SOUTHAMPTON VANDYCK FROM LIVERPOOL

EASTER CRUISES

APRIL 9. "VOLTAIRE" from Southampton to Gibraltar, Casablanca (for Rabat), Santa Cruz de la Palma, Madeira (3 days' stay), Lisbon. 19 days from 24 gns.

APRIL 9. "VANDYCK" from Liverpool to Ceuta (for Tetuan), Villefranche (for Monte Carlo, Nice, etc.), Barcelona, Palma (Mallorca), Lisbon. 18 days from 24 gns.

MAY CRUISES

MAY 2. "VOLTAIRE" from Southampton to Casablanca, Dakar (Senegal), Bathurst (Gambia), Santa Cruz de la Palma, Madeira. 21 days from 28 gns.

MAY 9. "VANDYCK" from Liverpool to Vigo, Ceuta (for Tetuan), Palma (Mallorca), Gibraltar. 13 days from 16 gns.

MAY 30. (Whitsun Cruise) "VOLTAIRE" from Southampton to Gibraltar, Casablanca (for Rabat), Santa Cruz de la Palma, Madeira (3 days' stay), Lisbon. 18 days from 24 gns.

MAY 30. (Whitsun Cruise) "VANDYCK" from Liverpool to Gibraltar, Palma (Mallorca), Ceuta, Lisbon. 13 days from 16 gns.

Window or porthole in every room.
All the amenities of pleasure-cruise ships.

For details, and programme of later cruises apply:—

LAMPART & HOLT LINE LTD.

ROYAL LIVER BUILDING, LIVERPOOL
27 & 28, LEADENHALL STREET, LONDON, E.C.3.
OR TOURIST AGENTS.

First Class
Cruising Liners

THE PLAYHOUSES.

"RED NIGHT," AT THE QUEEN'S.

THOUGH this play lacks grip, it has many amusing and poignant scenes. Mr. J. L. Hodson sets out to show that war degrades rather than ennobles. We see the gradual deterioration of Private Hardcastle's character. He displays jealousy when a friend, a public school boy, is preferred for a commission. He no longer volunteers for dangerous jobs, but contents himself with dully obeying orders. In the end he is about to maim himself to escape from the horrors of an isolated front-line trench when news of his long-awaited commission arrives. In his excitement he carelessly exposes his head and is killed by a fragment of shell. Mr. Robert Donat plays the part of Hardcastle with great power, and the final scene is grimly impressive. Mr. John Mills and Mr. George Carney provide the comic relief.

"CHILDREN TO BLESS YOU," AT THE AMBASSADORS.

Domestic comedy is to the fore of late, and this is an excellent specimen. Mrs. Lawrence is blessed with four very charming children, and has only herself to blame that they are devastatingly selfish. Not only does she pamper them in every way, but the maid waits on them hand and foot, as a maid who has grown up with a family is apt to do. The children have no thought but for their own affairs. Tonie, the youngest, thinks only of her part in a pageant; Audrey of capturing an artist who has no desire to marry her; Martin to escape from the clutches of a girl; and Guy, the married son, of replacing a sum of money he has embezzled from his firm. Into this happy family arrives Aunt Stella, a rich and much-

married lady. As is the way of stage aunts, she smooths out all their financial and love affairs, and leaves the children slightly less selfish for her visit.

Admirably produced, and brilliantly acted by Miss Mary Jerrold, Miss Ethel Coleridge, and Miss Irene Browne, this is a light-hearted comedy that will appeal particularly to parents.



A BRILLIANT SOCIAL OCCASION IN VIENNA: THE BALLET OF THE STATE OPERA ADVANCING TO DANCE A WALTZ, IN PERIOD COSTUMES, AT THE GREAT OPERA BALL, WHICH TOOK PLACE RECENTLY AND WAS DEVOTED TO THE MEMORY OF THE ELDER JOHANN STRAUSS, THE "WALTZ KING." The Opera Ball has once more become the outstanding event of the Vienna season. Incidentally, it was postponed this year on account of the death of King George V., a sympathetic action on the part of the Austrians much appreciated in this country. For one night a year the Opera House at Vienna is turned into a huge ballroom. The stalls and pits are covered with a huge construction which brings the floor almost level with the stage. All the rooms are thrown open, including the former Imperial waiting-rooms and drawing-rooms. This year's ball was devoted to the memory of the "Waltz King," Johann Strauss, and the entire picture was kept in conformity with the style of Strauss's days.

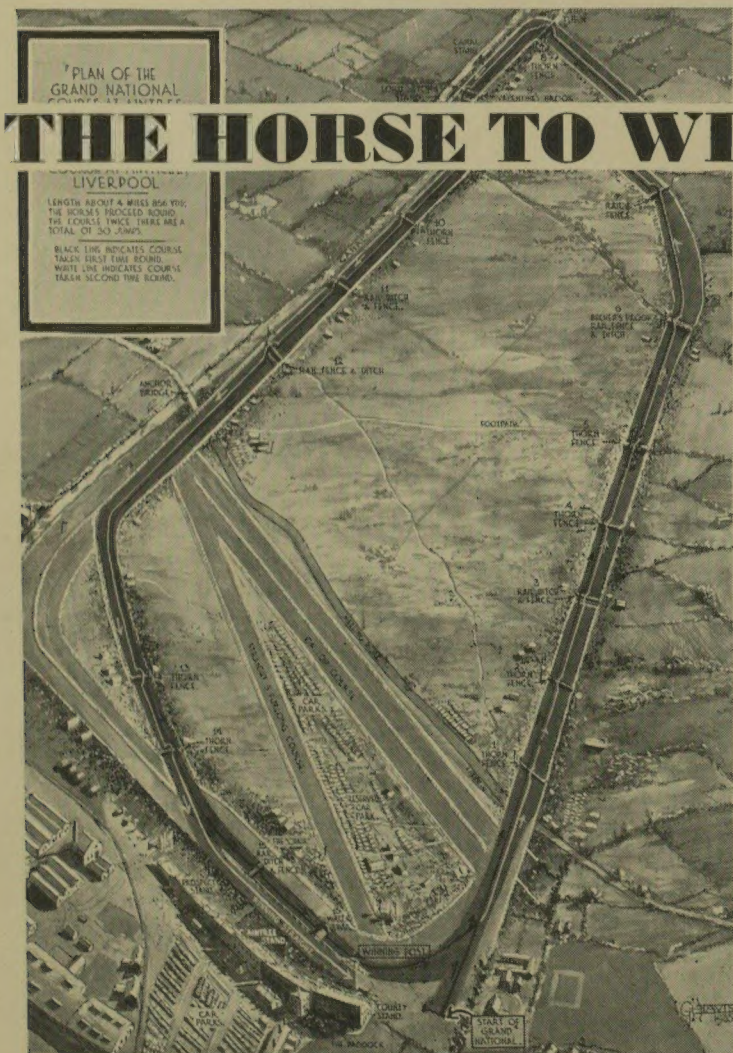
"DUSTY ERMINE," AT THE COMEDY.

Walter Kent, K.C., was an unfortunate man. He had just taken silk, to the detriment of his pocket.

His daughter, to obtain the money necessary to complete her musical education, went to Paris for a week-end with a married man. His son, who had just been called to the Bar, turned up with a most unpleasant wife and a baby, and, to crown all, Uncle Jim strolled on the scene having just done five years for forgery. Forgery, it would appear, is an hereditary gift, for his nephew, Gilbert, also dabbled in that art in his spare time. He would, indeed, have been arrested by the police had not Uncle Jim taken the blame and gone to prison in his stead. Far from this being a lesson to him, Gilbert continued forging and uttering notes, until, to avoid arrest, he committed suicide. Though hardly light enough for satirical comedy, nor plausible enough for tragedy, this makes moderately good entertainment. It is admirably cast, two minor rôles, a maid and a detective, being particularly well played by Miss Merle Tottenham and Mr. Frederick Piper.

Those who spend their holidays in the South of England and make tennis their principal recreation will be interested to hear that covered tennis courts are being constructed in the grounds of the Palace Hotel, Torquay, which will be ready for play at the end of August next. Nothing is being left undone which would enhance the enjoyment and comfort of both players and spectators. Lighting, both by day and night, will be excellent. The courts will be laid on a maple floor, and ladies' and gentlemen's dressing-rooms with shower-baths will be included in the building. There will also be a gallery with a capacity to accommodate several

hundred spectators. It is hoped to arrange many exhibition and other matches. In addition, it may be mentioned that the courts will be free to residents.



THE HORSE TO WIN THE GRAND NATIONAL

BY JACK ANTHONY

Mr. J. R. Anthony, three times winner of the Grand National and the greatest living Aintree exponent, makes, in this exclusive article, some remarkably shrewd comments and criticisms which no racing man or woman can afford to miss.

THE STORY OF REYNOLDSTOWN

BY FRANK FURLONG

Reynoldstown is expected to win the National again this year. Here Mr. Frank Furlong, who rode Reynoldstown to victory last year, tells the full story of his father's wonderful horse which has not only made history but will probably make it again.

WHICH HORSE WOULD YOU BUY TO WIN THE NATIONAL?

An Unique Photographic Competition for Our Readers. Substantial Cash Prizes. Judges: "Rapier," Mr. J. R. Anthony and Captain D. L. Livingstone-Learmonth. The issue also contains a Magnificent Full-Colour Detached Plate of "GOLDCOURT," the Sire of "Golden Miller," by Mrs. Olive Whitmore, and a Double-Page Reproduction of a Famous Steeplechasing Print.

GRAND NATIONAL NUMBER OF THE SPORTING AND DRAMATIC NEWS

ON SALE MARCH 20 AT ALL
NEWSAGENTS & BOOKSTALLS
ORDER YOUR COPY NOW

LIFE IS SO PLEASANT



when you feel perfectly well. Neglected intestinal stasis may be all that prevents you from realising this happy ideal. A judicious dose of Tamar fruit laxative lozenges acts as a corrective to the sluggish system, quickly restoring your well-being. These lozenges do not purge, and do not become a necessity. They are Nature's remedy for constipation.

From all good chemists—including Boots, Timothy Whites and Taylors—3/- per box of 12 lozenges. If any difficulty in obtaining, write to Guyot-Guenin & Son (Dept. I.L.N.), 59, Southwark Bridge Rd., London, S.E.1.

**TAMAR
INDIEN
GRILLON**

Q 4



Cured a cold "in no time"

"I have just recovered from an irritating cold and, thanks to your wonderful Vapex, it was cured in no time. The Inhalant is as effective as it is pleasant. I shall surely recommend it to my friends."

J. L., Paisley.

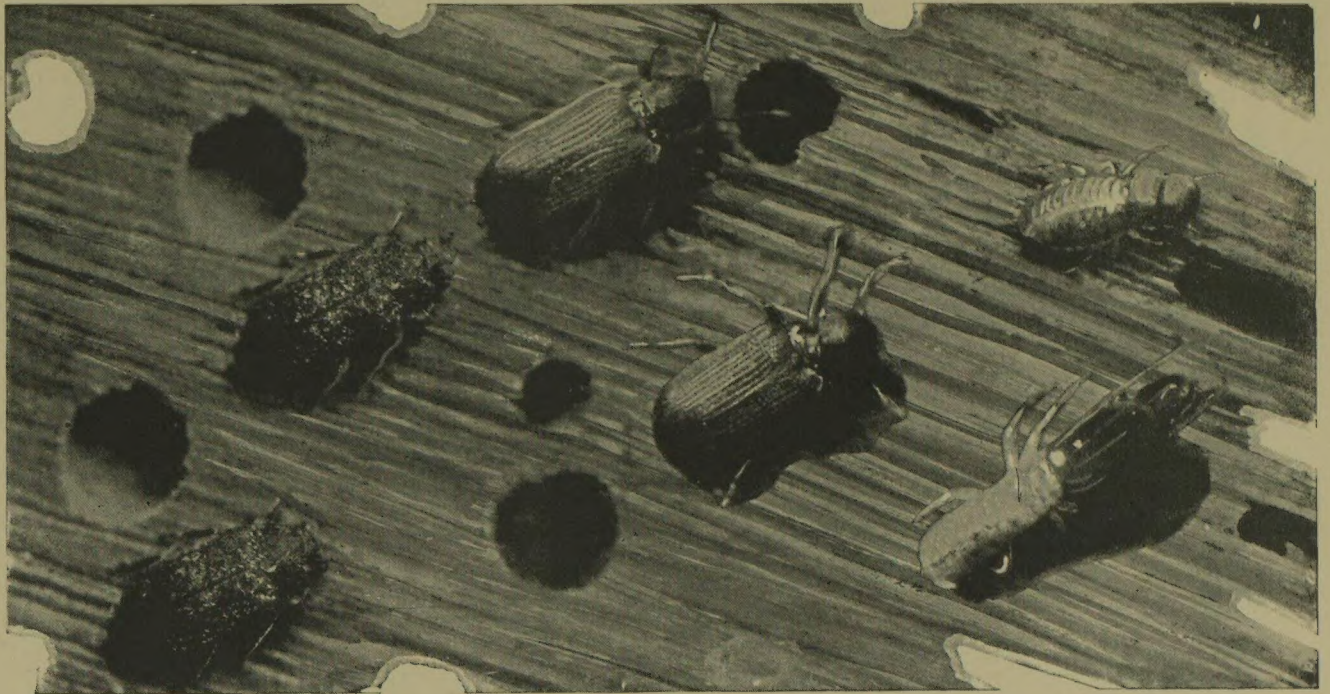
Breathe the vapour from your handkerchief by day or your pillow at night. Vapex gives instant relief; it clears the head and kills the germs which cause the trouble. It is the safest, surest, most rapid remedy . . . 20 years of world-wide use have proved its worth.

VAPEX

Of Chemists 2/- & 3/-.

THOMAS KERFOOT & CO., LTD.

V 145



Death-Watch Beetle

Furniture Beetle

Worker and Soldier White Ant

THE DESTROYERS OF TIMBER ARE ADVANCING

—advancing to the attack in a most formidable array.

Each has its own special objective. In the forefront of the attack, in temperate climes, is the Death-Watch Beetle—ruthlessly and stealthily destroying the timber in the roofs of old churches and valuable buildings. Nearer home still the Furniture Beetle, no respecter of persons, attacks and cripples your nearest household possessions—whilst in tropical climes the White Ants, massed in their millions, are so devastating they have become a scourge of man.

Allied to these pests is another of timber's most formidable foes—Dry-Rot.

Repel this advance and counter-attack with Solignum.

For Solignum Wood Preservative, whilst a relentless destroyer of all the enemies of timber, is also a beautifier of the timber it protects. And, in its more peaceful moods, is an excellent stain for the floors you prize most.

Made in Eighteen
Different Colours



Wood Preservative and Stain

In both Exterior
& Interior quality

FOR PARTICULARS AND COLOUR CARD H₂, WRITE TO SOLIGNUM LIMITED, 205 BOROUGH HIGH STREET, LONDON, S.E.1

"SIGHT—NOT GLASSES!"

DEFECTIVE VISION CAN NOW BE CURED

EASILY AND RAPIDLY BY

THE NEW SCIENTIFIC METHOD

A most interesting booklet explaining the nature, causes and cure of all ordinary forms of defective vision will be sent free on request.

THE OCULAR APPARATUS COMPANY
Guildhall Buildings, Navigation Street, Birmingham 2

BAILEY'S TURNSTILES

Supplied to Greyhound Tracks, Racecourses, Cricket and Football Clubs, Zoological Gardens, Piers, Baths, Etc., all over the world. 'Coin-in-Slot' Turnstiles. Sir W.H. BAILEY & Co. Ltd. SALFORD 5.

RARE STAMPS.
British Colonial Rarities sent on approval at Investment prices to serious collectors.
T. ALLEN,
'Phone: Wanstead 2412. 5, BLAKE HALL ROAD, WANSTEAD, LONDON, E.11

A TINY INSTRUMENT



BUT A GREAT AID FOR THE
DEAF!

OUR 30-DAY TRIAL will convince you that the VIBRAPHONE is the best-by-test of all appliances for the relief of Deafness. Quite safe, non-electrical, practically invisible. No batteries or wires, or any other attachments. Used by professional men. Write, 'phone or call for BOOKLET and details of TRIAL OFFER. Consultations 9-6. VIBRAPHONE CO., 22, Triumph House, 'Phone: Regent 5680. 189, Regent Street, London, W.1

No better pipe is made . . .

SMOKED BY CONNOISSEURS THE WORLD OVER

NEW ERA
(De Luxe finish)
12/6
XTRA
(Natural)
10/6



London Made

NEW STANDARD STANDARD
(Natural) (Rich Ruby finish)
7/6 7/6

Write for Booklet of Shapes to Dept. I.N.
OPPENHEIMER PIPES LTD.
38, Finsbury Square, London, E.C.2
TRADE ENQUIRIES INVITED



Love and Faith

Are exemplified in this Recumbent Latin Cross, Carved in Silvery Grey Cornish Granite, with Bevelled Curbing, £25. In Portland Stone £22 (including Carriage and Erection in any Churchyard).

These Illustrated BOOKLETS Post Free:
"Churchyard Memorials of Beauty and Permanence."
"A Garden of Happy Memories." (Sundial Memorials)
"That's for Remembrance" (Inscriptions and Texts)
Malle & Son, Ltd., 367, Euston Rd., London, N.W.1



*Good
Travelling
Companions*